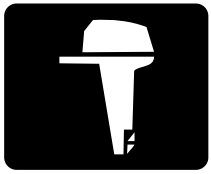
YAMAHA



40A
50A

OWNER'S MANUAL

U.S.A.Edition
LIT-18626-04-55

⚠ WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

YAMAHA LIT-CALIF-65-01

EMU01449

TO THE OWNER

Thank you for choosing a Yamaha outboard motor. This Owner's manual contains information needed for proper operation, maintenance and care. A thorough understanding of these simple instructions will help you obtain maximum enjoyment from your new Yamaha. If you have any question about the operation or maintenance of your outboard motor, please consult a Yamaha dealer.

In this Owner's Manual particularly important information is distinguished in the following ways.

The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

⚠WARNING

Failure to follow WARNING instructions could result in severe injury or death to the machine operator, a bystander, or a person inspecting or repairing the outboard motor.

CAUTION:

A CAUTION indicates special precautions that must be taken to avoid damage to the outboard motor.

NOTE:

A NOTE provides key information to make procedures easier or clearer.

* Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your machine and this manual. If there is any question concerning this manual, please consult your Yamaha dealer.

NOTE:

The 40MH, 50TR and their standard accessories are used as a base for the explanations and illustrations in this manual. Therefore, some items may not apply to every model.

EMU01446

40A/50A
OWNER'S MANUAL
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1st Edition, March 2001
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Printed in Japan
P/N LIT-18626-04-55

EMA20010

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E

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TROUBLE RECOVERY 5

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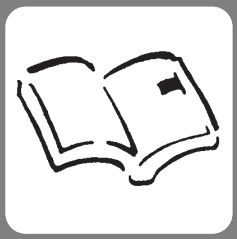
READ THIS OWNER'S MANUAL CAREFULLY BEFORE OPERATING YOUR OUTBOARD MOTOR.



EMB00010

Chapter 1
GENERAL INFORMATION

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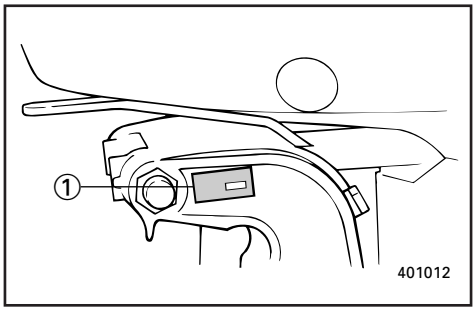
EMU00005

IDENTIFICATION NUMBERS RECORD

EMU00007

OUTBOARD MOTOR SERIAL NUMBER

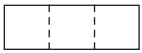


The outboard motor serial number is stamped on the label attached to the port side of the clamp-bracket.
Record your outboard motor serial number in the spaces provided to assist you in ordering spare parts from your Yamaha dealer or for reference in case your outboard motor is stolen.

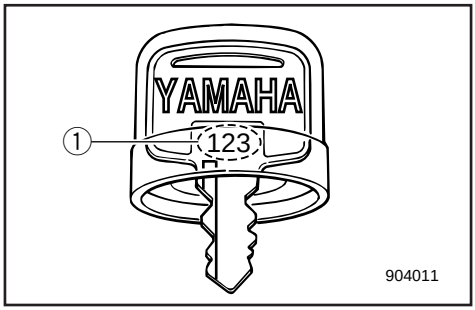
① Outboard motor serial number

EMU00008

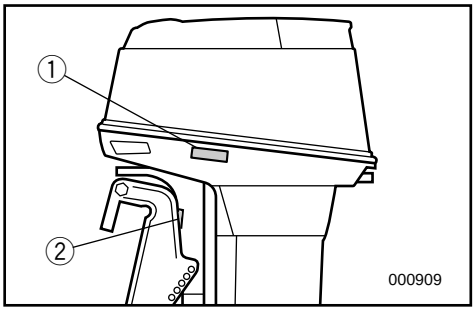
KEY NUMBER

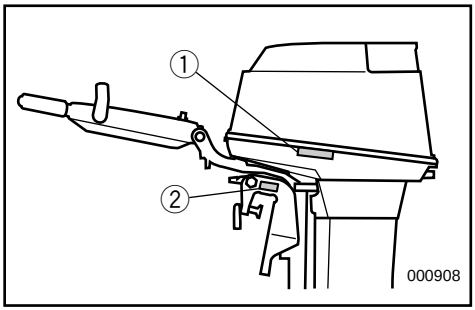


If main key switch is equipped, your key identification number is stamped on your key as shown in the illustration. Record this number in the space provided for reference if you need a new key.



① Key number





EMU01385

EMISSION CONTROL INFORMATION

EMU01386

NORTH AMERICAN MODELS

This engine conforms to U.S. Environmental Protection Agency (EPA) regulations for marine SI engines. See the label affixed to your engine for details.

Approval label of Emission control certificate

This label is attached to the bottom cowling.

① Emission control information label

EMISSION CONTROL INFORMATION	
ENGINE FAMILY : [ ]	
THIS ENGINE CONFORMS TO [ ] U.S. EPA REGULATIONS FOR MARINE SI ENGINES.	
FELs : [ ] g/kw-hr	IDLE SPEED : [ ] rpm IN NEUTRAL
SPARK PLUG : [ ]	SPARK PLUG GAP (mm) : [ ]
YAMAHA MOTOR CO.,LTD.	[ ]

Existing Technology ; N/A

Manufactured date label

This label is attached to the clamp bracket or the swivel bracket.

② Manufactured date label

YAMAHA
Manufactured: □□□□□

EMU00917

SAFETY INFORMATION

- Before mounting or operating the outboard motor, read this entire manual. Reading it should give you an understanding of the motor and its operation.
- Before operating the boat, read any owner's or operator's manuals supplied with it and all labels. Be sure you understand each item before operating.
- Do not overpower the boat with this outboard motor. Overpowering the boat could result in loss of control. The rated power of the outboard should be equal to or less than the rated horsepower capacity of the boat. If the rated horsepower capacity of the boat is unknown, consult the dealer or boat manufacturer.
- Do not modify the outboard. Modifications could make the motor unfit or unsafe to use.
- Never operate after drinking alcohol or taking drugs. About 50% of all boating fatalities involve intoxication.
- Have an approved personal flotation device (PFD) on board for every occupant. It is a good idea to wear a PFD whenever boating. At a minimum, children and non-swimmers should always wear PFDs, and everyone should wear PFDs when there are potentially hazardous boating conditions.
- Gasoline is highly flammable, and its vapors are flammable and explosive. Handle and store gasoline carefully. Make sure there are no gas fumes or leaking fuel before starting the engine.
- This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which may cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.
- Check throttle, shift, and steering for proper operation before starting the engine.
- Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating. If you accidentally leave the helm, the lanyard will pull from the switch, stopping the engine.
- Know the marine laws and regulations where you will be boating - and obey them. Refer to "RULES OF THE ROAD" section for basic boating rules.
- Stay informed about the weather. Check weather forecasts before boating. Avoid boating in hazardous weather.
- Tell someone where you are going: leave a Float Plan with a responsible person. Be sure to cancel the Float Plan when you return.
- Use common sense and good judgment when boating. Know your abilities, and be sure you understand how your boat handles under the different boating conditions you may encounter. Operate within your limits, and the limits of your boat. Always operate at safe speeds, and keep a careful watch for obstacles and other traffic.
- Always watch carefully for swimmers during the engine operation.
- Stay away from swimming areas.

- When a swimmer is in the water near you shift into neutral and shut off the engine.
- Be informed about boating safety. Additional publications and information can be obtained from many organizations, including the following:

United States Coast Guard

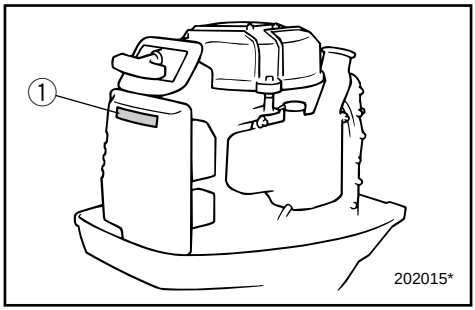
Consumer Affairs Staff (G-BC)
Office of Boating, Public, and Consumer Affairs
U.S. Coast Guard Headquarters
Washington, D.C. 20593-0001
Boating Safety Hotline: 1-800-368-5647

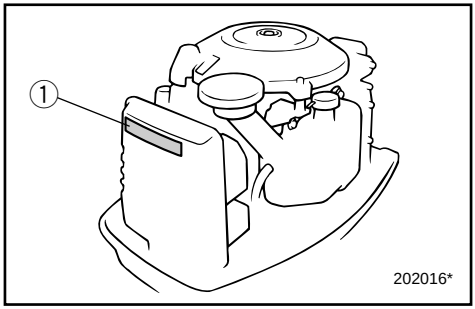
National Marine Manufacturers Association (NMMA)

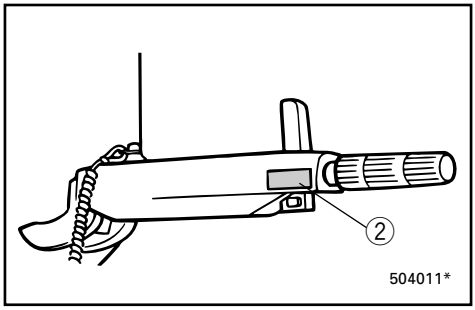
401 N. Michigan Ave.
Chicago, Il 60611

Marine Retailers Association of America

155 N. Michigan Ave.
Chicago, Il 60601







EMB30011

IMPORTANT LABELS

WARNING LABELS

①

⚠ WARNING

- Be sure shift control is in neutral before starting engine. (except 2HP)
- Do not touch or remove electrical parts when starting or during operation.
- Keep hands,hair,and clothes away from flywheel and other rotating parts while engine is running.

YAMAHA 6A1-83625-41

②

⚠ WARNING

This engine is equipped with a neutral starting device. The engine will not start unless the shift control is in neutral position.

YAMAHA 6E0-83627-41

EMB40010

BASIC BOATING RULES (Rules of the road)

Just as there are rules which apply when you are driving on streets and high ways, there are waterway rules which apply when you are driving your boat. These rules are used internationally, and are also enforced by the United States Coast Guard and local agencies. You should be aware of these rules, and follow them whenever you encounter another vessel on the water.

Several sets of rules prevail according to geographic location, but are all basically the same as the International Rules of the Road. The rules presented here in your Owner's Manual are condensed, and have been provided for your convenience only. Consult your local U.S. Coast Guard Auxiliary or Department of Motor Vehicles for a complete set of rules governing the waters in which you will be using your boat.

STEERING AND SAILING RULES AND SOUND SIGNALS

Whenever two vessels on the water meet one another, one vessel has the right-of-way; it is called the "stand-on" vessel. The vessel which does not have the right-of-way is called the "give-way" or "burdened" vessel. These rules determine which vessel has the right-of-way, and what each vessel should do.

Stand-on vessel

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

Give-way vessel

The vessel which does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the Stand-On vessel. Normally, you should not cross in front of the vessel with the right-of-way. You should slow down or change directions briefly and pass behind the other vessel. You should always move in such a way that the operator of the other vessel can see what you are doing.

"The general prudential rule"

This rule is called Rule 2 in the International Rules and says,

> 'In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, which may render a departure from the above rules necessary in order to avoid immediate danger.'

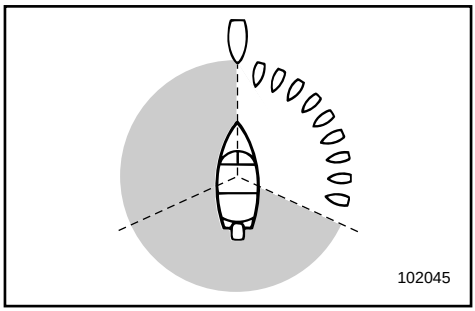
In other words, follow the standard rules except when a collision will occur unless both vessels try to avoid each other. If that is the case, both vessels become "Give-Way" vessels.

RULES WHEN ENCOUNTERING VESSELS

There are three main situations which you may encounter with other vessels which could lead to a collision unless the Steering Rules are followed:

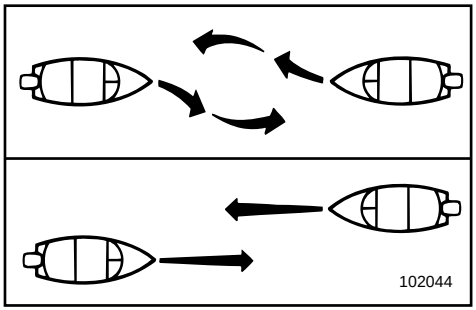
Meeting (you are approaching another vessel head-on)
Crossing (you are travelling across the other vessel's path)
Overtaking (you are passing or being passed by another vessel)

In the following illustration, your boat is in the center. You should give the right-of-way to any vessels shown in white area (you are the Give-Way vessel). Any vessels in the shaded area must yield to you (they are the Give-Way vessels). Both you and the meeting vessel must alter course to avoid each other.



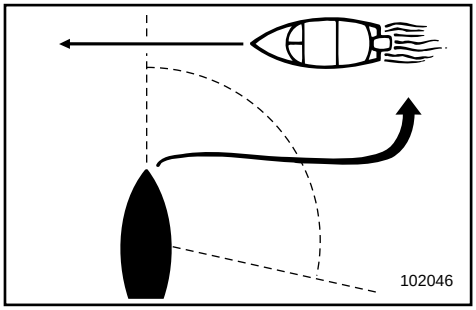
Meeting

If you are meeting another power vessel head on, and are close enough to run the risk of collision, neither of you has the right-of-way! Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule doesn't apply if both of you will clear one another if you continue on your set course and speed.



Crossing

When two power driven vessels are crossing each other's path close enough to run the risk of collision, the vessel which has the other on the starboard (right) side must keep out of the way of the other. If the other vessel is on your right, you must keep out of its way; you are the Give-Way vessel. If the other vessel is on your port (left) side, remember that you should maintain course and direction, provided the other vessel gives you the right-of-way as it should.



Overtaking

If you are passing another vessel, you are the "Give-Way" vessel. This means that the other vessel is expected to maintain

its course and speed. You must stay out of its way until you are clear of it. Likewise, if another vessel is passing you, you should maintain your speed and direction so that the other vessel can steer itself around you.

OTHER SPECIAL SITUATIONS

There are three other rules you should be aware of when driving your boat around other vessels.

Narrow channels and bends

When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. If the operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast on the whistle (4 to 6 seconds). If another vessel is around the bend, it too should sound the whistle. Even if no reply is heard, however, the vessel should still proceed around the bend with caution. If you navigate such waters with your boat, you will need to carry a portable air horn, available from local marine supply stores.

Fishing vessel right-of-way

All vessels which are fishing with nets, lines or trawls are considered to be "fishing vessels" under the International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. Fishing vessels cannot, however, impede the passage of other vessels in narrow channels.

Sailing vessel right-of-way

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

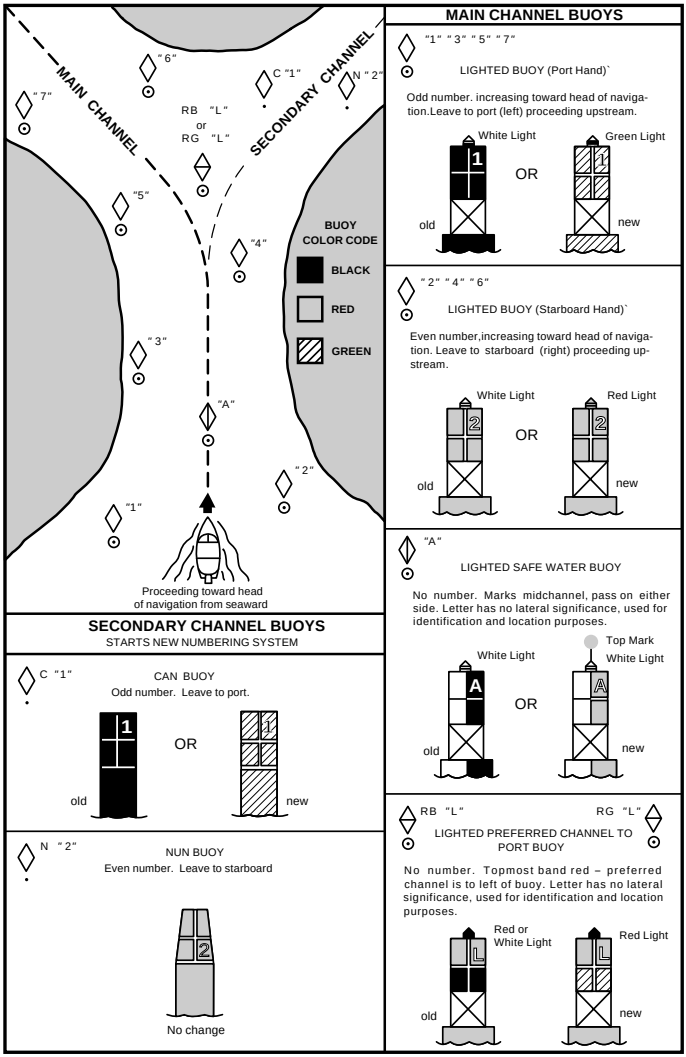
1. When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel which can navigate only in such a channel.

Reading buoys and other markers

The waters of the United states are marked for safe navigation by the lateral system of buoyage. Simply put, buoys and markers have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass on when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going towards the port). This means that red buoys are passed on the starboard (right) side when proceeding from open water into port, and black buoys are to port (left) side. When navigating out of port, your position with respect to the buoys should be reversed; red buoys should be to port and black buoys to starboard.

Many bodies of water used by boaters are entirely within the boundaries of a particular state. The Uniform State Waterway Marking System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory informa-

tion. These markers are white with black letters and orange boarders. They signify speed zones, restricted areas, danger areas, and general information.
Remember, markings may vary by geographic location. Always consult local boating authorities before driving your boat in unfamiliar waters.



102052

EMU00016

FUELING INSTRUCTIONS

⚠WARNING

GASOLINE AND ITS VAPORS ARE HIGHLY FLAMMABLE AND EXPLOSIVE!

- **Do not smoke when refueling, and keep away from sparks, flames, or other sources of ignition.**
- **Stop engine before refueling.**
- **Refuel in a well-ventilated area. Refuel portable fuel tanks off the boat.**
- **Take care not to spill gasoline. If gasoline spills, wipe it up immediately with dry rags.**
- **Do not overfill the fuel tank.**
- **Tighten the filler cap securely after refueling.**
- **If you should swallow some gasoline inhale a lot of gasoline vapor, or get gasoline in your eyes, get immediate medical attention.**
- **If any gasoline spills onto your skin, immediately wash with soap and water. Change clothing if gasoline spills on it.**
- **Touch the fuel nozzle to the filler opening or funnel to help prevent electrostatic sparks.**

CAUTION:

Use only new clean gasoline which has been stored in clean containers and is not contaminated with water or foreign matter.

EMU00018

GASOLINE (PETROL)

Recommended gasoline:
Regular unleaded gasoline with a minimum octane rating of 86 (Pump Octane Number) = (R+M)/2

If knocking or pinging occurs, use a different brand of gasoline or premium unleaded fuel. If unleaded gasoline is not available, then leaded regular gasoline can be used.

EMU00027

Gasohol

There are two types of gasohol: gasohol containing ethanol and that containing methanol. Gasohol containing ethanol can be used if ethanol content does not exceed 10% and the fuel meets minimum octane ratings. Gasohol containing methanol is not recommended by Yamaha because it can cause fuel system damage or engine performance problems.

EMU00858

ENGINE OIL

Recommended engine oil:
YAMALUBE 2 STROKE OUTBOARD OIL

If the recommended engine oil is not available, another 2-stroke engine oil with a NMMA-certified TC-W3 rating may be used.

EMU00031

BATTERY REQUIREMENT

CAUTION:

Do not use the battery that does not meet the specified capacity. If different battery from the specification is used, the electric system may perform poorly or be overloaded, causing electrical system damage.

Choose battery which meets the following specifications for Electric start model.

Minimum cold crank performance 400 Amps at -17.8°C (0°F) Minimum reserve capacity 85 minutes at 26.7°C (80°F)

EMU01395

PROPELLER SELECTION

The performance of your outboard motor will be critically affected by your choice of propeller, as an incorrect choice could adversely affect performance and could also seriously damage the motor. Engine speed depends on the propeller size and boat load. If engine speed is too high or too low for good engine performance, this will have an adverse effect on the engine.

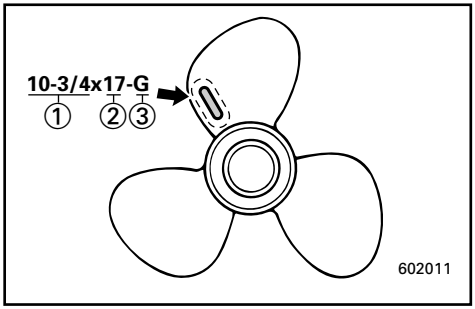
Yamaha outboard motors are fitted with propellers chosen to perform well over a range of applications, but there may be uses where a propeller with a different pitch would be more appropriate. For a greater operating load, a smaller-pitch propeller is more suitable as it enables the correct engine speed to be maintained. Conversely, a larger-pitch propeller is more suitable for a smaller operating load.

Yamaha dealers stock a range of propellers, and can advise you and install a propeller on your outboard that is best suited to your application.

NOTE:

At full throttle and under a maximum boat load, the engine's rpm should be within the upper half of the full throttle operating range, as listed in "SPECIFICATIONS" on page 4-1. Select a propeller which fulfills this requirement.

If operating under conditions which allow the engine's rpm to rise above the maximum recommended range (such as light boat loads), reduce the throttle setting to maintain the rpm in the proper operating range.



① Propeller diameter (in inches)
② Propeller pitch (in inches)
③ Type of propeller (propeller mark)

Refer to the section "CHECKING PROPELLER" for instructions on propeller removal and installation.

EMU01209

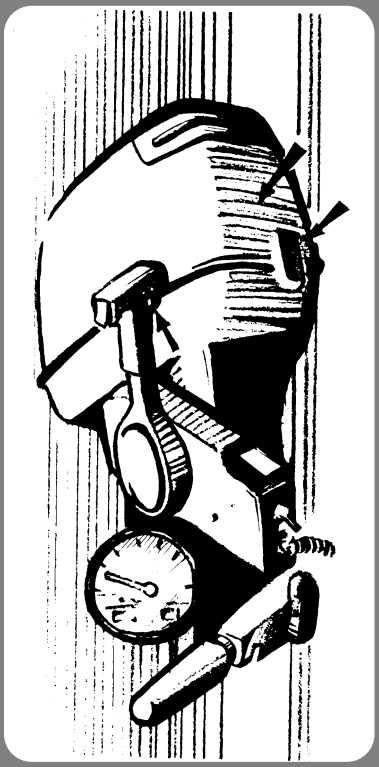
START-IN-GEAR PROTECTION

Yamaha outboard motors or Yamaha approved remote control units are equipped with start-in-gear protection device(s). This feature permits the engine to be started only when it is Neutral. Always select Neutral before starting the engine.

-MEMO-

EMC00010

Chapter 2
BASIC COMPONENTS



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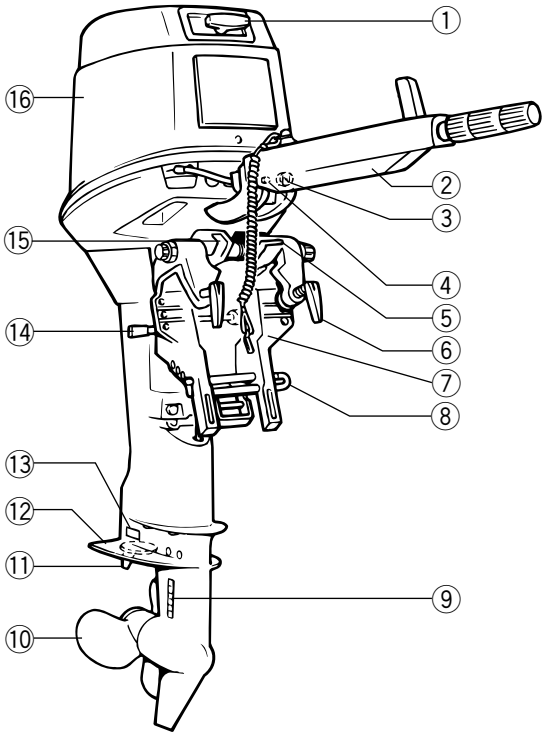
Oil level warning / oil filter clogging warning.....2-22

EMU01206

MAIN COMPONENTS

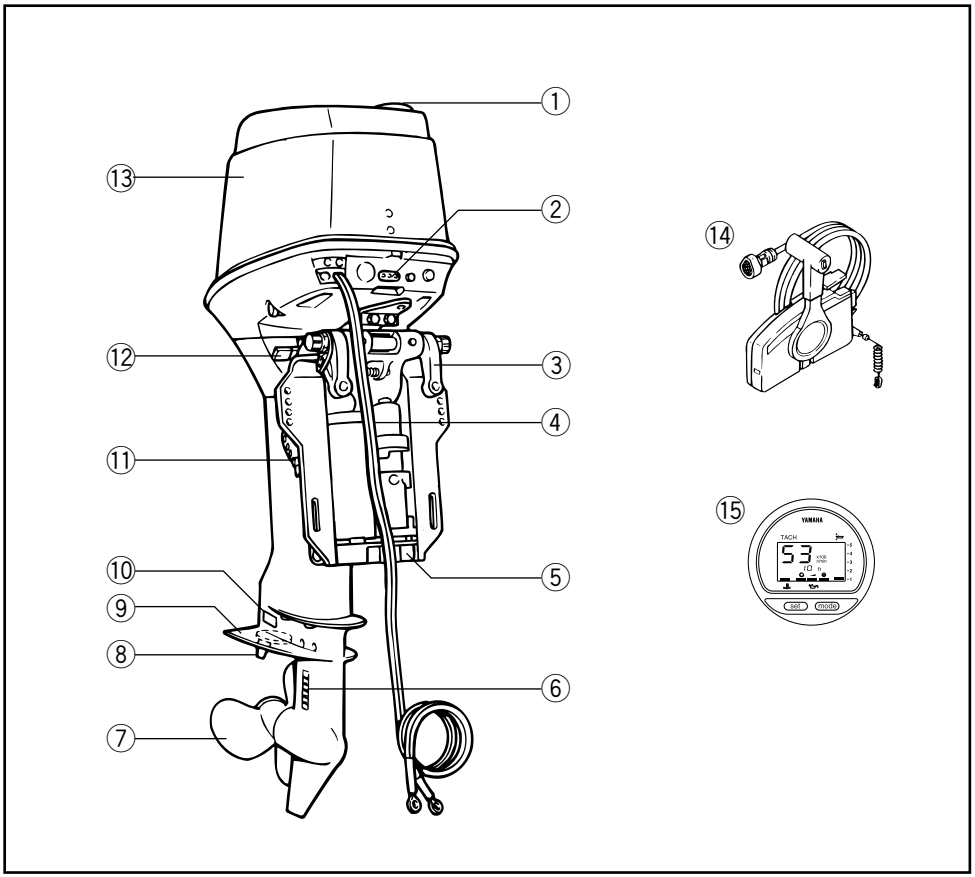


① Recoil starter handle
② Multifunction tiller handle
③ Choke knob
④ Warning indicator lamp (Oil/Overheat)
⑤ Tilt lock lever
⑥ Transom clamp handle
⑦ Clamp bracket
⑧ Trim angle adjusting rod
⑨ Cooling water inlet
⑩ Propeller
⑪ Trim tab (Anode)
⑫ Anti-cavitation plate
⑬ Anode
⑭ Tilt support lever
⑮ Shallow water lever
⑯ Top cowling

* May not be exactly as shown; also may not be included as standard equipment on all models.

EMU01206

MAIN COMPONENTS



① Oil filler access cap
② Warning indicator lamp
③ Clamp bracket
④ Battery lead
⑤ Anode
⑥ Cooling water inlet
⑦ Propeller
⑧ Trim tab (Anode)
⑨ Anti-cavitation plate
⑩ Anode
⑪ Trim angle adjusting rod
⑫ Tilt support lever
⑬ Top cowling
* ⑭ Remote control box
* ⑮ Digital tachometer

* May not be exactly as shown; also may not be included as standard equipment on all models.

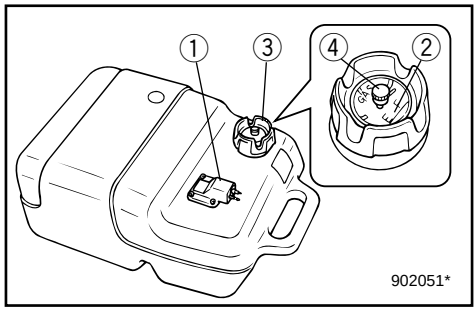
EMC20010

OPERATIONS OF CONTROLS AND OTHER FUNCTIONS

EMC21012

FUEL TANK

If your model was equipped with a portable fuel tank, its function is as follows.



① Fuel hose joint
② Fuel meter(If equipped)
③ Fuel tank cap
④ Air vent screw(If equipped)

EMC31010

Fuel hose joint

This connector is provided for connecting or disconnecting fuel hose.

EMC41110

Fuel meter

This meter is on the fuel tank cap. It shows current fuel quantity in the fuel tank approximately.

EMC51010

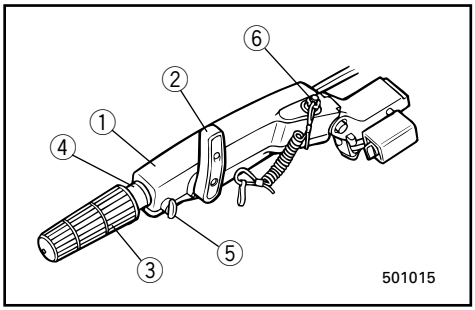
Fuel tank cap

This cap is for filling fuel. To remove it, turn it counterclockwise.

EMC61010

Air vent screw

This screw is on the fuel tank cap. To loosen it, turn it counterclockwise.

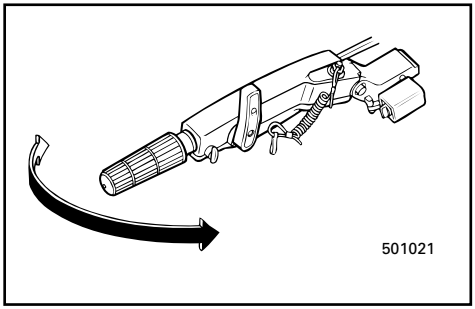


EMU00075

MULTIFUNCTION TILLER HANDLE

The tiller handle centralized most of functions for the outboard motor operation.

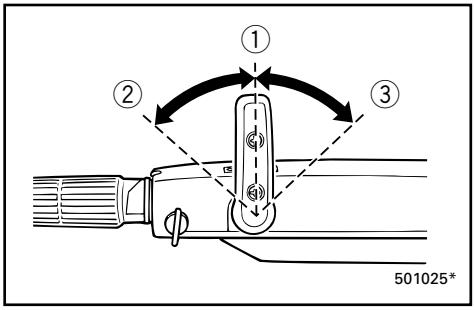
① Tiller handle
② Gear shift lever
③ Throttle control grip
④ Throttle indicator
⑤ Throttle friction adjusting knob
⑥ Engine stop lanyard switch / Engine stop button(If equipped)



EMU00079

Tiller handle

Moving the tiller handle sideways to adjust the steering direction.

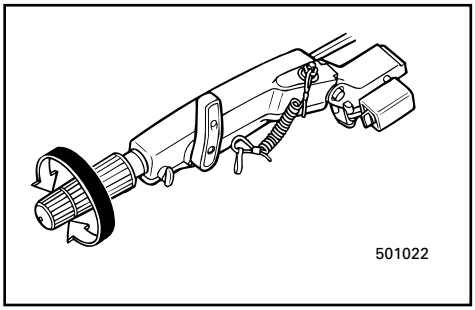


EMU00080

Gear shift lever

Turning the gear-shift lever forward (bow side) engages the clutch with the forward gear so that the boat moves ahead. Turning the lever backward (stern side) engages the reverse gear so that the boat moves astern.

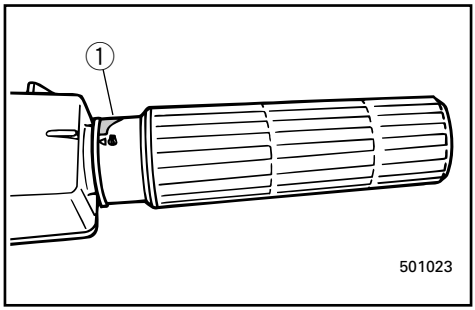
① Neutral
② Forward
③ Reverse



EMU00081

Throttle control grip

The throttle control grip is on the tiller handle. Turn the grip counterclockwise to increase speed and clockwise to decrease speed.

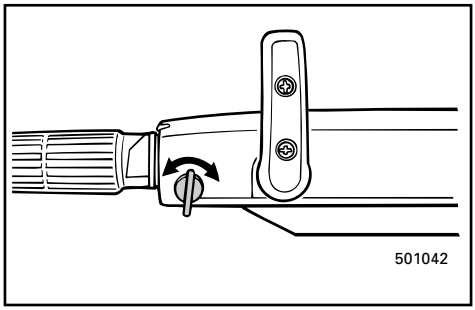


EMC40210

Throttle indicator

The fuel consumption curve on the throttle indicator shows the relative amount of fuel consumed for each throttle position. Choose the setting that offers the best performance and fuel economy for the desired operation.

① Throttle indicator



EMC64210

Throttle friction adjusting knob

A friction device in the tiller handle provid resesistance to movement of the throttle grip.

This is adjustable for operator preference. An adjusting knob is located on the left(port) side of tiller handle.

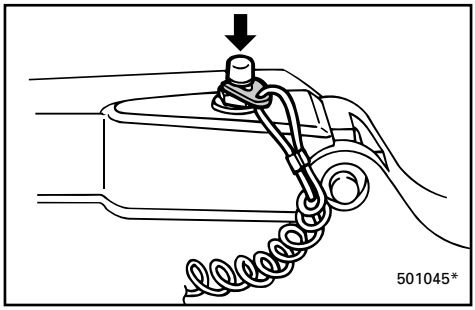
Resistance	Knob/Screw
Increase	Turn clockwise
Decrease	Turn counterclockwise

When constant speed is desired, tighten the adjusting knob to maintain the desired throttle setting.

⚠WARNING

Do not overtighten the friction adjusting knob.

If there is too much resistance, it may be difficult to move the throttle grip, which could result in an accident.



EMC27110

Engine stop button

(for Manual start model)

Pushing this button opens the ignition circuit and stops the engine.

EMC28210

Engine stop lanyard switch

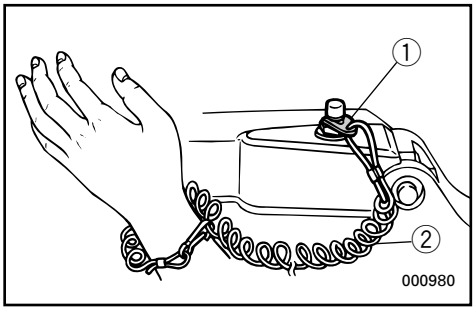
The lock-plate on the end of the lanyard must be attached to the engine stop switch for the engine to run. The lanyard should be attached to a secure place on the operator's clothing, or arm or leg. Should the operator fall overboard or leave the helm, the lanyard will pull out the lock plate, stopping ignition to the engine. This will prevent the boat from running away under power.

⚠WARNING

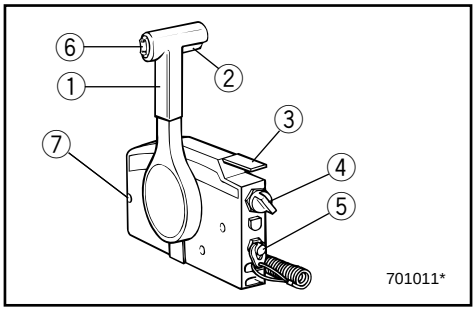
- **Attach the engine stop switch lanyard to a secure place on your clothing, your arm or leg while operating.**
- **Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard in such a way that it could become entangled, preventing it from functioning.**
- **Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**

NOTE:

The engine cannot be started with the lock-plate removed.



① Lock-plate
② Lanyard

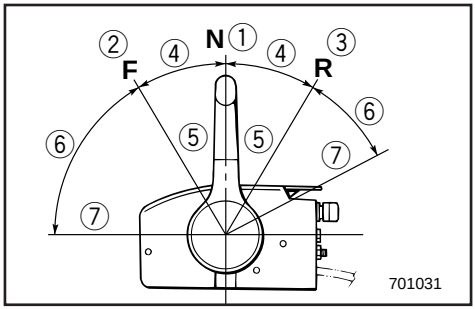


EMU00096*

REMOTE CONTROL

Both the shifter and the throttle are actuated by the remote control lever. Additionally, the remote control also has the electrical switches.

① Remote control lever
② Neutral interlock trigger
③ Neutral throttle lever
④ Main switch
⑤ Engine stop lanyard switch
⑥ Power trim and tilt switch (if equipped)
⑦ Throttle friction adjusting screw

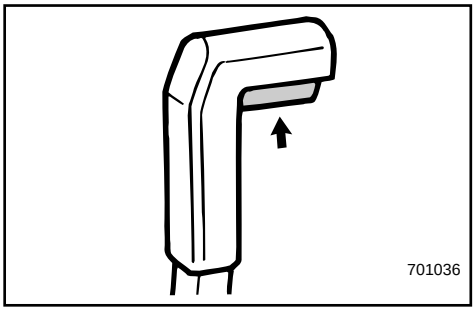


EMC50010

Remote control lever

Moving the lever forward from the Neutral position engages Forward gear. Pulling the lever back from Neutral engages Reverse. The engine will continue to run at idle until the lever is moved about 35° (a detent can be felt). Moving the lever farther opens the throttle, and the engine will begin to accelerate.

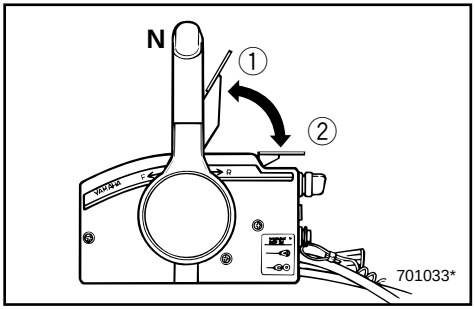
① Neutral
② Forward
③ Reverse
④ Shift
⑤ Fully closed
⑥ Throttle
⑦ Fully open



EMC50110

Neutral interlock trigger

To shift out of Neutral, the neutral interlock trigger of the remote control lever must first be pulled up.



EMC50210

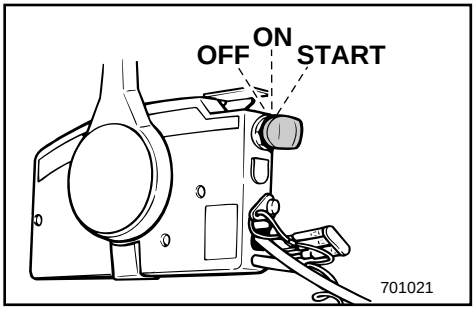
Neutral throttle lever

To open the throttle without shifting into either Forward or Reverse, place the remote control lever in the Neutral position and lift the neutral throttle lever.

NOTE:

The neutral throttle lever will operate only when the remote control lever is in Neutral. The remote control lever will operate only when the neutral throttle lever is in the closed position.

① Fully open
② Fully closed



EMC48110

Main switch

The main switch controls the ignition system; its operation is described below.

- **OFF**

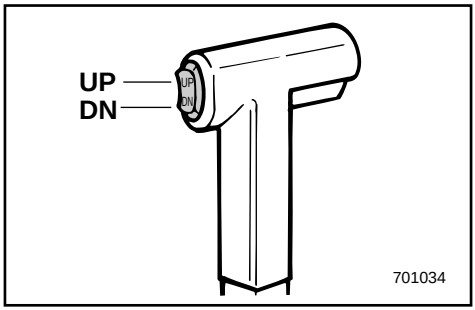
Electrical circuits switched off.
(The key can be removed.)

- **ON**

Electrical circuits switched on.
(The key cannot be removed.)

- **START**

Starter-motor will turn and start engine.
(When the key is released, it returns automatically to "ON".)



EMU01331

Power Trim/Tilt Switch

The power trim/tilt adjusts the motor angle in relation to the transom. The power trim/tilt switch is located on the remote control lever grip. Pushing the switch "UP" trims the motor up, then tilts the motor up. Pressing the switch "DN" tilts the motor down and trims the motor down. When the switch button is released, the motor will stop in its current position.

NOTE:

Refer to the sections "ADJUSTING TRIM ANGLE" and "TILTING UP/DOWN" in Chapter 3 for instructions on usage.

EMC28210

Engine stop lanyard switch

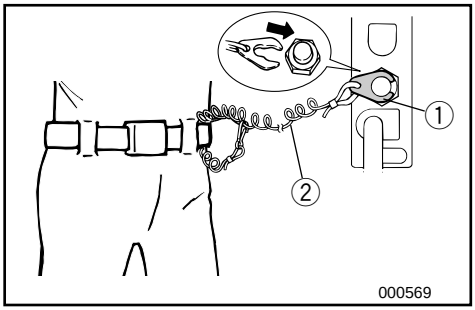
The lock-plate on the end of the lanyard must be attached to the engine stop switch for the engine to run. The lanyard should be attached to a secure place on the operator's clothing, or arm or leg. Should the operator fall overboard or leave the helm, the lanyard will pull out the lock plate, stopping ignition to the engine. This will prevent the boat from running away under power.

⚠WARNING

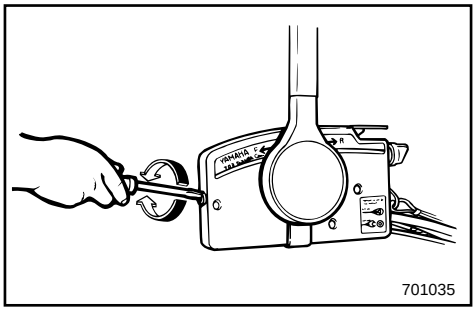
- **Attach the engine stop switch lanyard to a secure place on your clothing, your arm or leg while operating.**
- **Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard in such a way that it could become entangled, preventing it from functioning.**
- **Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**

NOTE:

The engine cannot be started with the lock-plate removed.



① Lock-plate
② Lanyard



EMC87011

Throttle friction adjusting screw

A friction device in the remote control box provides resistance to movement of the remote control lever.

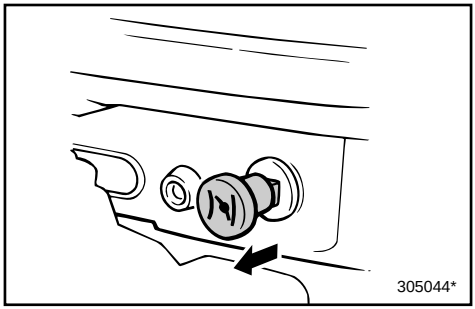
This is adjustable for operator preference. An adjusting screw is located at the front of the remote control box.

Resistance	Screw
Increase	Turn clockwise
Decrease	Turn counterclockwise

⚠WARNING

Do not overtighten the friction adjusting screw.

If there is too much resistance, it may be difficult to move the lever, which could result in an accident.

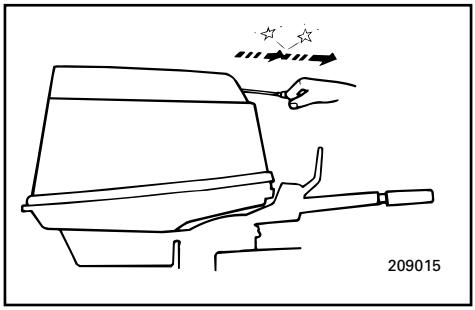


EMC42210

CHOKE KNOB

40 MH

Pulling out this knob (setting it to ON) supplies a rich mixture required to start the engine.

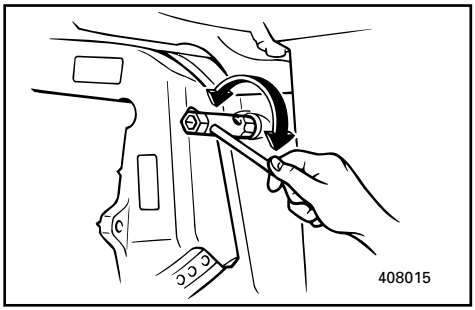


EMC44010

RECOIL STARTER HANDLE

(If equipped)

Pull the handle gently until resistance is felt. Then vigorously pull the handle straight out to crank the engine to start it.



EMD00011*

STEERING FRICTION ADJUSTING SCREW

40MH

A friction device provides resistance to steering movement. This is adjustable for operator preference. An adjusting screw/bolt is located on the swivel bracket.

EMD00310

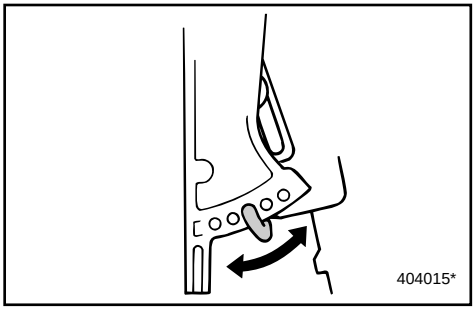
Adjustment

Resistance	Screw/bolt
Increased	Turn clockwise
Decreased	Turn counterclockwise

⚠WARNING

Do not overtighten the friction screw/bolt.

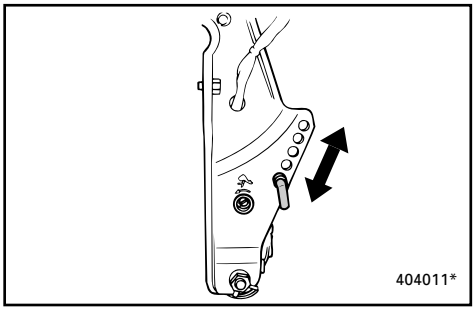
If there is too much resistance, it may be difficult to steer, which could result in an accident.

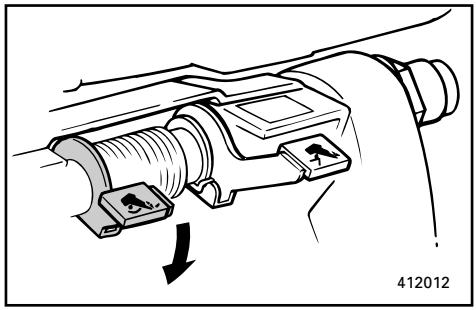


EMU01297

TRIM ANGLE ADJUSTING ROD

The position of the trim angle adjusting rod determines the minimum trim angle of the outboard motor in relation to the transom.

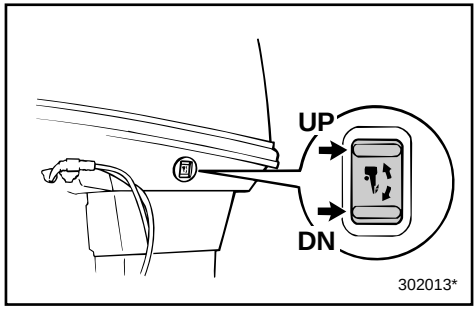




EMD08110

SHALLOW WATER LEVER (If equipped)

Pushing this lever down will tilt the motor up partially to provide more clearance when operating in shallow water.



EMU01125

POWER TRIM/TILT SWITCH

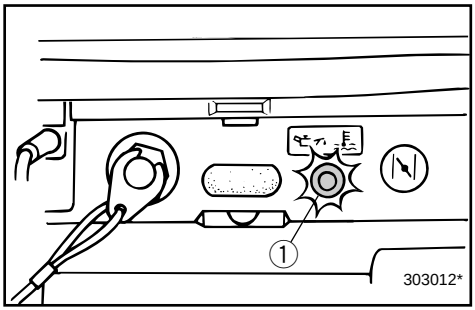
The power trim/tilt adjusts the motor angle in relation to the transom. The power trim/tilt switch is located on the side of the bottom engine cowling. Pushing the switch "UP" trims the motor up, then tilts the motor up. Pressing the switch "DN" tilts the motor down and trims the motor down. When the switch button is released, the motor will stop in its current position.

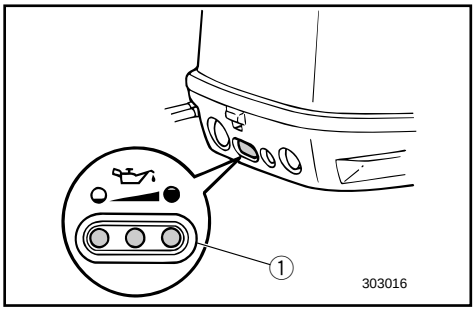
⚠WARNING

Use the power trim/tilt switch located on the bottom engine cowling only when the boat is at a complete stop with the engine off. Attempting to use the cowling-mounted power trim/tilt switch while the boat is moving could increase the risk of falling overboard and could distract the operator, increasing the risk of collision with another boat or an obstacle.

NOTE:

Refer to the section "Adjusting Trim Angle" and "Tilting Up/Down" for instructions on usage.



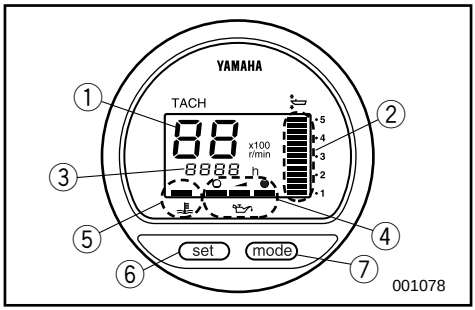


EMU00120

WARNING INDICATOR

If the engine develops a condition which is cause for warning, the indicator on the front of the bottom cowling lights up.
The three indicators mounted on the bottom cowling also indicate level of the engine oil. Refer to the section "WARNING SYSTEM" for details of this function.

① Warning indicator



EMU01614

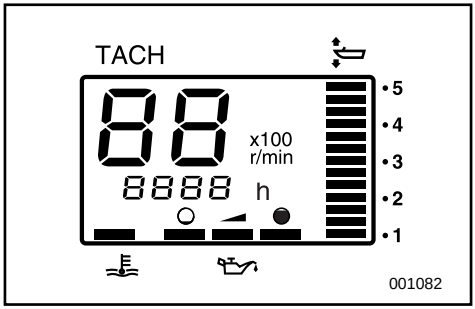
DIGITAL TACHOMETER

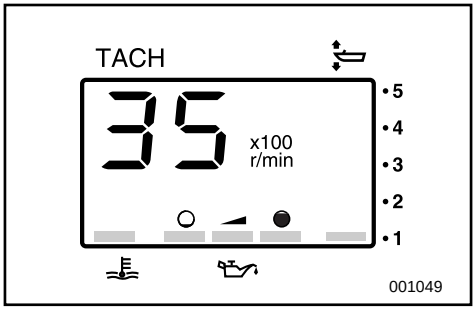
This gauge contains the tachometer, trim meter, hour meter, oil level indicator, and the overheat warning indicator.

① Tachometer
② Trim meter
③ Hour meter
④ Oil level indicator
⑤ Overheat warning indicator
⑥ Set button
⑦ Mode button

NOTE:

All segments of the display will light momentarily after the main switch is turned on and will return to normal thereafter.

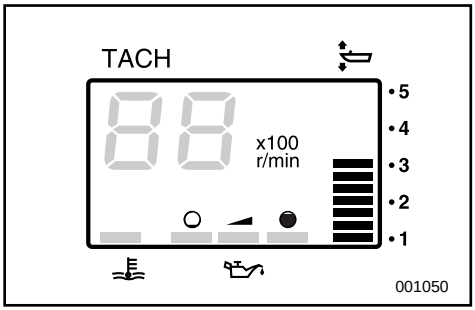




EMU00136

Tachometer

This meter shows the engine speed.



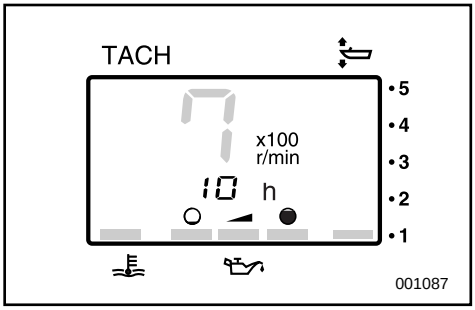
EMU01109

Trim Meter

This meter shows the trim angle of your outboard motor.

NOTE:

- Memorize the trim angles that work best for your boat under different conditions. Adjust the trim angle to the desired setting by operating the power trim and tilt switch.
- If the trim angle of your motor exceeds the trim operating range, the top segment on the trim meter display will start to blink.



EMU01620

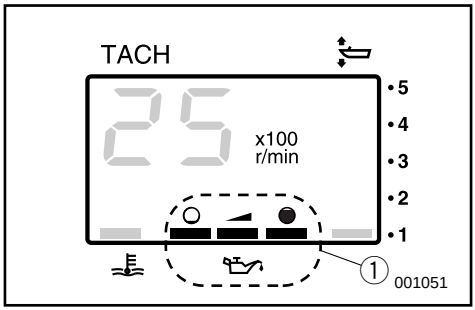
Hour Meter

This meter shows the number of hours the engine has been run. It can be set to show the total number of hours or the number of hours for the current trip. The display can also be turned on and off.

- Changing the display format
  Pressing the MODE button changes the display format in the following circular pattern:
  Total hours - Trip hours - Display off
- Resetting the trip hours
  Simultaneously pressing the SET and MODE buttons for more than 1 second while the trip hours are displayed resets the trip counter to 0 (zero).

NOTE:

The total number of hours the engine has been run cannot be reset.



EMU00138

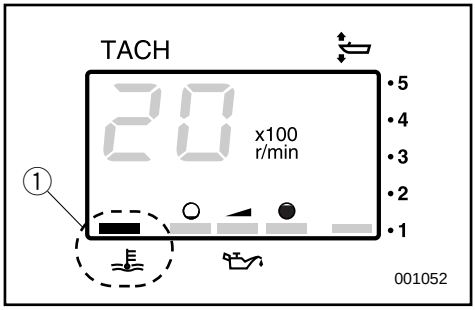
Oil-Level Indicator

This indicator shows the engine oil level. If the oil level falls below the lower limit, the warning indicator will start to blink. Refer to the sections "FILLING OIL" and "OIL LEVEL WARNING" for details.

① Oil-level indicator

CAUTION:

Do not operate the engine without oil. Serious engine damage will occur.



EMU01553

Overheat Warning Indicator

If the engine temperature rises too high, the warning indicator will start to blink. Refer to "OVERHEAT WARNING" for details.

① Overheat warning indicator

CAUTION:

Do not continue to operate the engine if a warning device has activated. If necessary, refer to the "TROUBLESHOOTING" section in this manual. Consult your dealer if the problem cannot be located and corrected.

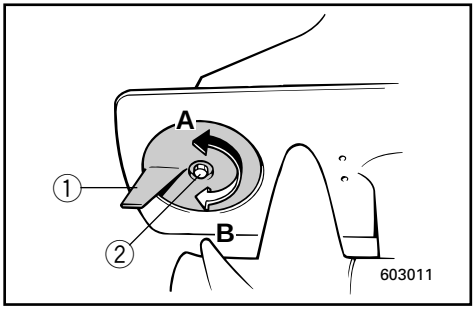
EMD04011*

TRIM TAB

The trim tab should be adjusted so that the steering control can be turned to either the right or left by applying the same amount of force.

⚠WARNING

An improperly adjusted trim tab may cause difficult steering. Always test run after the trim tab has been installed or replaced to be sure steering is correct. Be sure you have tightened the bolt after adjusting the trim tab.

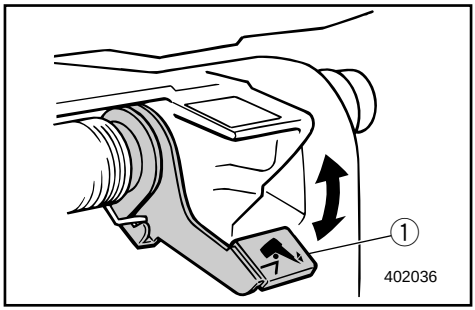


① Trim tab
② Bolt
③ Cap (If equipped)

Boat tends to veer	The rear end of trim tab
To the left (port side)	Turn the left(port side), “A” in the figure
To the right (starboard side)	Turn the right(starboard side),”B” in the figure

CAUTION:

The trim tab also serves as an anode to protect the engine from electroche mical corrosion.
Never paint the trim tab as it will become ineffective as an anode.

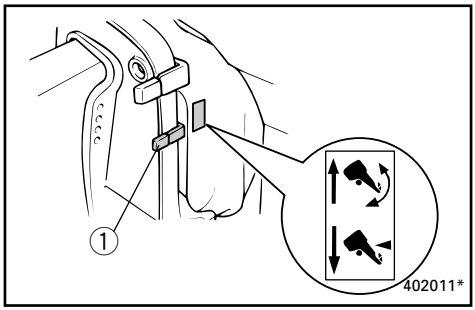


EMD44010

TILT LOCK MECHANISM (for Manual tilt model)

The tilt-lock mechanism is used to prevent reverse thrust from the propeller lifting the outboard motor when reversing. To lock it, set the tilt-lock lever in the up position. To release it, push the tilt-lock lever down.

① Tilt-lock lever



EMD45010

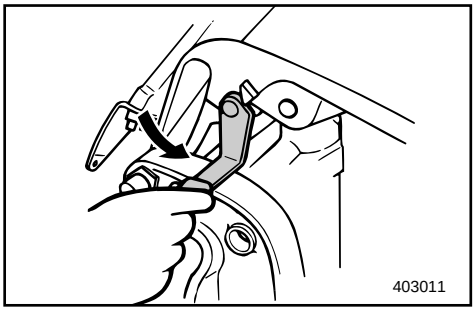
TILT LOCK MECHANISM (for Hydro-tilt model)

Tilt-lock mechanism is used to prevent reverse thrust from the propeller lifting the outboard motor when reversing. To lock it, set the tilt-lock lever in the Lock position. To release it, place the tilt-lock lever in the Tilt position.

① Tilt-lock lever

NOTE:

The tilt-lock mechanism on the hydro-tilt model can be used to keep the outboard motor at a slightly tilted angle for shallow water cruising. Refer to CRUISING IN SHALLOW WATER for the correct operation.

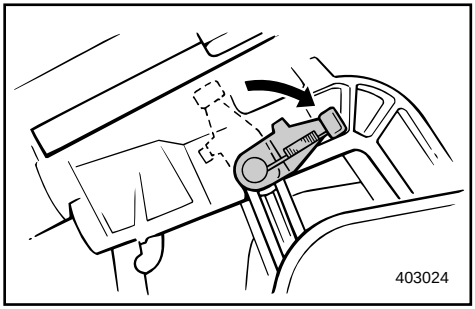


EMD60010

TILT SUPPORT LEVER

Power trim & tilt/Hydro tilt model

To keep the outboard motor in the tilted-up position, lock the tilt support lever to the clamp bracket.

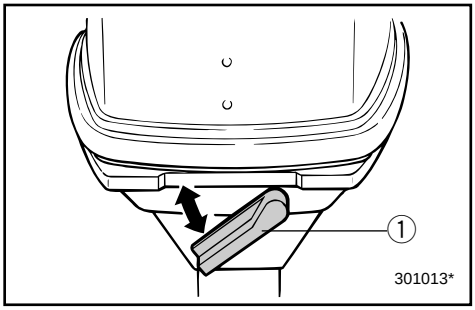


EMD60210

TILT SUPPORT LEVER

40MH

To keep the outboard motor in the tilted-up position, lock the tilt support lever to the swivel bracket.

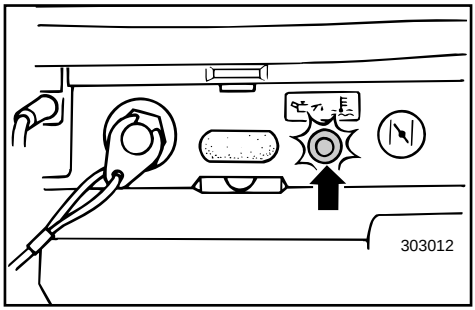


EMD62011

TOP COWLING LOCK LEVER

To remove the engine top cowling, turn the lock lever. Then lift off the cowling. When replacing the cowling, check to be sure it fits properly in the rubber seal. Then lock the cowling again by moving the lever upward.

① Top cowling lock lever

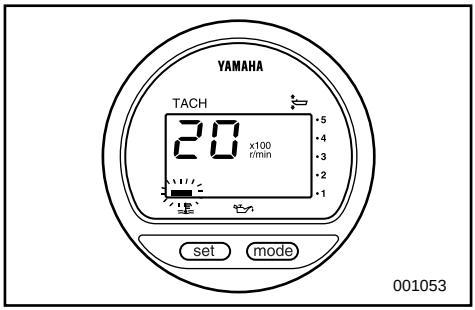


EMD80010

WARNING SYSTEM

CAUTION:

Do not continue to operate the engine if the warning device has activated. Consult your Yamaha dealer if the problem cannot be located and corrected.



EMD82012*

OVERHEAT WARNING

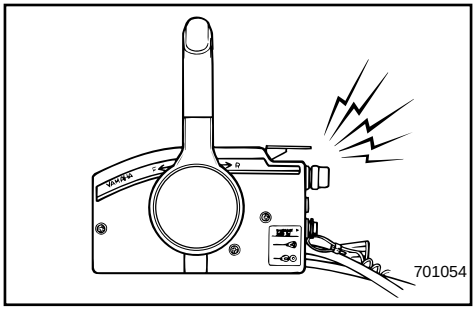
This engine has an overheat warning device.

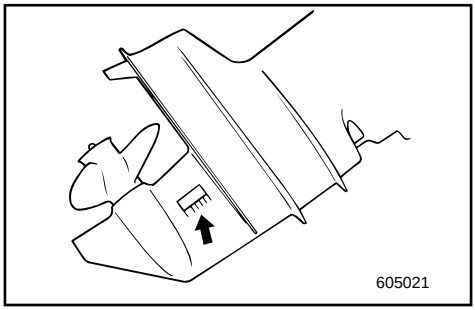
If the engine temperature rises too high, the warning device will activate.

(○); Included (—); N/A

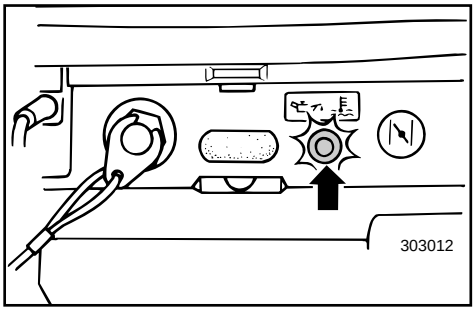
Warning device activation	Tiller control model	Remote control model
The engine speed will automatically decrease to about 2,000 r/min.	○	○
The overheat warning indicator will come on.	○ *1 *2	○ *1
The buzzer will sound.	—	○

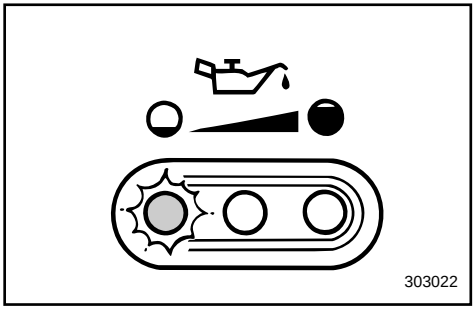
If the warning system has been activated, stop the engine and check the water inlet for clogging.

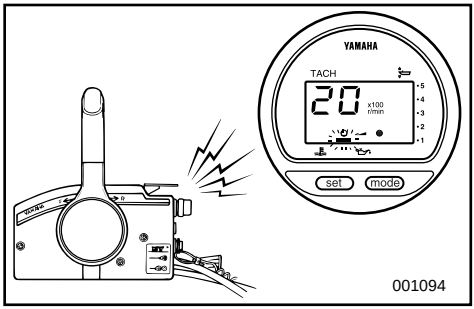


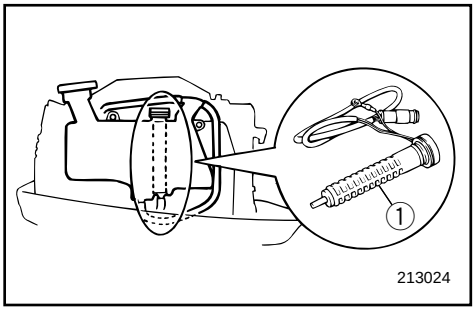


*1. Digital tachometer
*2. 40MH









EMD84012*

OIL LEVEL WARNING / OIL FILTER CLOGGING WARNING

This engine has an oil level warning system.

If oil level falls below lower limit, the warning device will activate.

(○); Included (—); N/A

Warning device activation	Tiller control model	Remote control model
The engine speed will automatically decrease to about 2,000 r/min.	○	○
The oil level warning indicator will come on.	○	○
The buzzer will sound.	—	○

If the warning system has been activated, stop the engine and check for the cause.

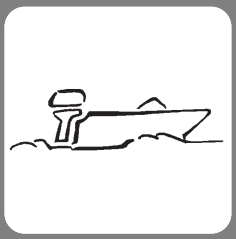
NOTE:

The warning for oil filter clogging is similar to the warnings for low oil level and overheating.

For easy troubleshooting, it is advisable to check for engine overheating first, then oil level and finally oil filter clogging.

① Oil filter

-MEMO-



EMF00010

Chapter 3
OPERATION

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EMF10010

INSTALLATION

CAUTION:

Incorrect engine height or obstructions to smooth water flow (such as the design or condition of the boat or accessories such as transom ladders/depth finder transducers) can create airborne water spray while the boat is cruising. Severe engine damage may result if the motor is operated continuously in the presence of airborne water spray.

NOTE:

During water testing check the buoyancy of the boat, at rest, with its maximum load. Check that the static water level on the exhaust housing is low enough to prevent water entry into the powerhead, when water rises due to waves when the outboard is not running.

EMF12012

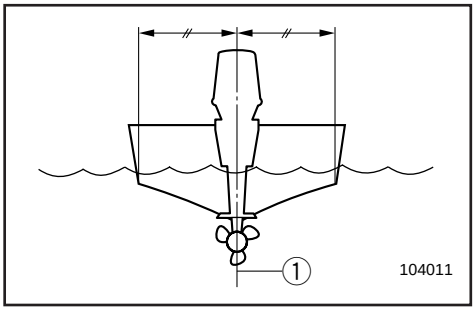
MOUNTING THE OUTBOARD MOTOR

⚠WARNING

Improper mounting of the outboard motor could result in hazardous conditions such as poor handling, loss of control, or fire hazards. Observe the following:

- **The information presented in this section is intended as reference only. It is not possible to provide complete instructions for every possible boat/motor combination. Proper mounting depends in part on experience and the specific boat/motor combination.**
- **Your dealer or other person experienced in proper rigging should mount the motor. If you are mounting the motor yourself, you should be trained by an experienced person. [permanent mounted type]**
- **Your dealer or other person experienced in proper outboard motor mounting should show you how to mount your motor. [portable type]**

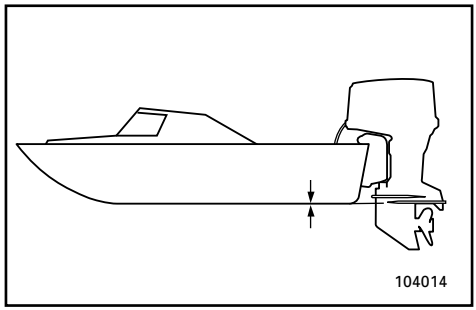
Mount the outboard motor on the center line (keel line) of the boat, and ensure that the boat itself is well balanced. Otherwise, the boat will be hard to steer. For boats without a keel or which are asymmetrical, consult your dealer.



① Center line (keel line)

⚠WARNING

Overpowering a boat may cause severe instability. Do not install an outboard motor with more horsepower than the maximum rating on the capacity plate of the boat. If the boat does not have a capacity plate, consult the boat manufacturer.



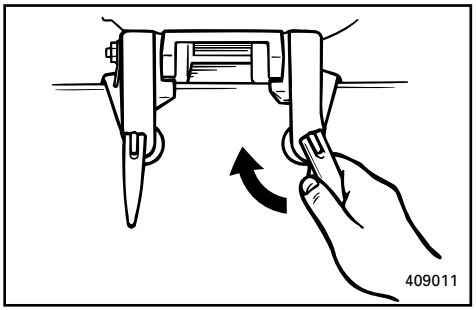
EMU01299

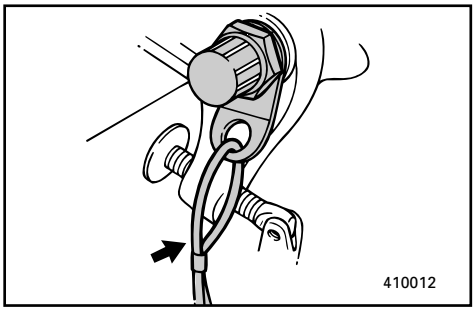
Mounting Height

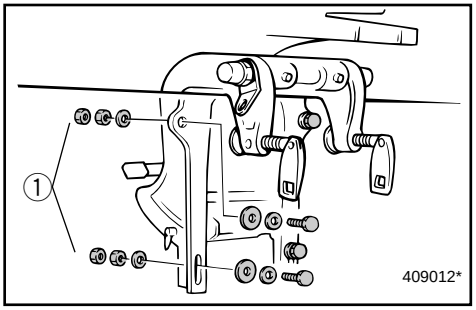
To run your boat at optimum efficiency, the water-resistance (drag) of the boat and outboard motor must be made as little as possible. The mounting-height of the outboard motor greatly affects the water-resistance. If the mounting-height is too high, cavitation tends to occur, thus reducing the propulsion; and if the propeller tips cut the air, the engine speed will rise abnormally and cause the engine to overheat. If the mounting-height is too low, the water-resistance will increase and thereby reduce engine efficiency. Mount the engine so that the anti-cavitation plate is in alignment with the bottom of the boat .

NOTE:

- The optimum mounting height of the outboard motor is affected by the boat/motor combination. Test runs at different heights can help determine the optimum mounting height.
- Refer to the section “TRIMMING OUTBOARD MOTOR” for instructions on setting the trim angle of the outboard.







EMU01318

CLAMPING THE OUTBOARD MOTOR

40MH

1) Place the outboard on the transom so that it is positioned as close to the center as possible. Tighten the transom clamp screws evenly and securely. Check the clamp-screws for tightness occasionally during operation of the motor as they can work loose due to engine vibration.

⚠WARNING

Loose clamp screws could allow the motor to move on the transom or fall off the transom. This could cause loss of control and serious injury. Make sure the transom screws are tightened securely. Occasionally check the screws for tightness during operation.

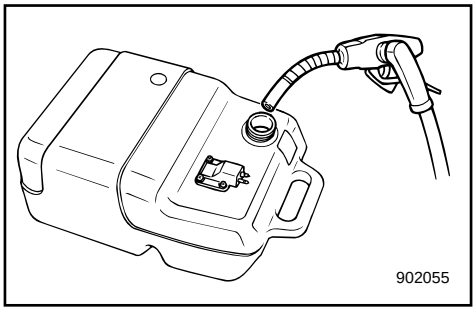
2) An engine restraint cable or chain should be used. Attach one end to the engine restraint cable attachment point and the other to a secure mounting point on the boat. Otherwise, the engine could be completely lost if it accidentally falls off the transom.

   Secure the clamp bracket to the transom with the bolts provided with the outboard. For details, consult your dealer.

⚠WARNING

Avoid using bolts, nuts or washers other than those contained in the engine packaging. If used, they must be of at least the same quality of material and strength and must be tightened securely. After tightening, test run the engine and check their tightness.

① Motor mounting parts



EMF20010

FILLING FUEL AND ENGINE OIL

EMF30011

FILLING FUEL

1) Remove the fuel tank cap.
2) Fill the fuel tank carefully.
3) Close the cap securely after refueling. Wipe up any spilled fuel.

Fuel tank capacity:
Refer to SPECIFICATIONS, page 4-1.

EMU01019

Ring Free Fuel Additive

Gasoline is a precise blend of many different substances, each chosen to give certain characteristics. Gasoline blends have been changing in recent years in response to concerns about pollution and resulting emissions regulations. One of the most obvious changes has been the elimination of lead from most fuels.

As gasoline has changed, the amount of additives such as aromatics and oxygenates has increased. These additives are important for the engines in passenger cars, but they can have detrimental effects in marine engines, because of increased deposits in the combustion chamber. When enough deposits collect, piston rings begin sticking. Performance drops and engine wear increases dramatically.

While many additives available may reduce deposits, Yamaha recommends the use of **Ring Free Fuel Additive,** available from your Yamaha dealer. Ring Free has repeatedly proven its ability to clean combustion deposits from inside the engine, notably the critical piston-ring-land area, and fuel system components. Follow product labeling for use instructions.

EMF32011

FILLING OIL
(for Precision blend system model)

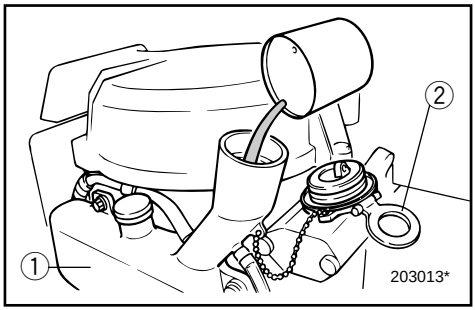
This engine uses the YAMAHA PRECISION BLEND SYSTEM, which provides superior lubrication by ensuring the proper oil ratio for all operating conditions. No fuel premixing is needed (except during break-in/running-ins). Simply pour gasoline into the fuel tank and oil into the oil tank.

Convenient indicator segments indicate condition of the oil supply. Refer to oil warning system.
To fill the engine oil into the engine oil tank, proceed as follows:

⚠WARNING

Do not add gasoline (Petrol) into the oil tank. Fire or explosion could result.

Engine oil tank capacity:
Refer to “SPECIFICATION”, page 4-1.

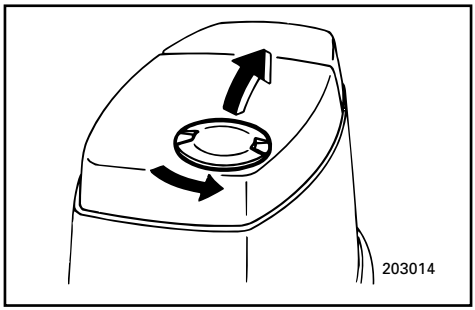


EMF34010

Procedure

Manual start model

1) Remove the top cowling.
2) Open the oil tank filler cap by pulling the tab.
3) Slowly fill the engine oil into the engine oil tank.
4) After filling, replace the cap securely.
5) Replace the top cowling securely.



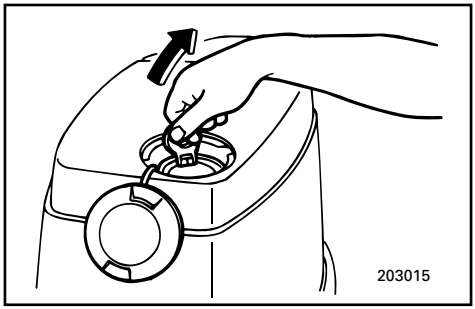
① Engine oil tank
② Oil tank filler cap

EMF34110

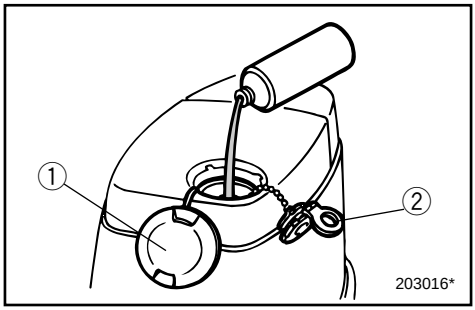
Procedure

Electric start model

1) Turn the oil filler access cap on top of the top cowling counterclockwise and open it.



2) Open the oil tank filler cap by pulling a tab on the cap.



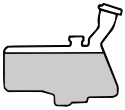
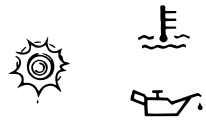
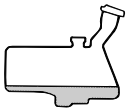
3) Slowly fill the engine oil into the engine oil tank.
4) After filling, replace the all caps securely.

① Oil filler access cap
② Oil tank filler cap

EMD33010

Oil level indicator
Manual start model

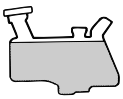
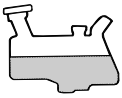
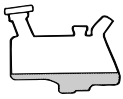
The various oil-level system functions are as follows:

Oil level warning lamp	Engine oil tank	Remarks
OFF	more than 200 cm³ (0.21 US qt, 0.181 Imp qt) 	No refilling necessary.
Red ON 	200 cm³ or less (0.21 US qt, 0.181 Imp qt) 	Buzzer sounds in remote control box and engine speed is limited to about 2,000 r/min to help conserve oil. Check oil filter for clogging. Add oil.

EMD33110

Oil level indicator
Electric start model

The various oil-level system functions are as follows:

Oil level warning indicator (Digital tachometer)	Oil level warning indicator lamp (Analog tachometer/Bottom cowling)	Engine oil tank	Remarks
	Green	 more than 4 50 cm³ (0.48 US qt, 0.40 Imp qt)	No refilling necessary.
	Yellow	 from 450 cm³ (0.48 US qt, 0.40 Imp qt) down to 200 cm³ (0.21 US qt, 0.18 Imp qt)	Add oil, refer to oil filling.
	Red	 200 cm³ (0.21 US qt, 0.18 Imp qt) or less	Buzzer sounds in remote control box and engine speed is limited to about 2,000 r/min to help conserve oil. Check oil filter for clogging.

EMF40012

PRE-OPERATION CHECKS

⚠WARNING

If any item in the pre-operation check is not working properly, have it inspected and repaired before operating the outboard motor. Otherwise, an accident could occur.

EMF41110

Fuel

- Check to be sure you have plenty of fuel for your trip.
- Make sure there are no fuel leaks or gasoline fumes.
- Check fuel line connections to be sure they are tight.
- Be sure the fuel tank is positioned on a secure, flat surface, and that the fuel hose is not twisted or flattened, or likely to contact sharp objects.

EMF42110

Oil

- Check to be sure you have plenty of oil for your trip.

EMF43010

Controls

- Check throttle, shift, and steering for proper operation before starting the engine.
- The controls should work smoothly, without binding or unusual free play.
- Look for loose or damaged connections.
- Check operation of the starter and stop switches when the outboard motor is in the water.

EMF43510

Engine

- Check the engine and engine mounting.
- Look for loose or damaged fasteners.
- Check the propeller for damage.

CAUTION:

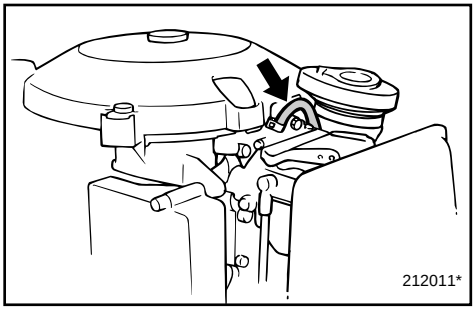
Do not start the engine out of water. Overheating and serious engine damage can occur.

EMF44010

OPERATION AFTER A LONG PERIOD OF STORAGE (for Precision blend system model)

When operating the engine after a long period (12 months) of storage, proceed as follows:

1) Use a 50 : 1 gasoline-oil mixture to start the engine.
2) Start the engine. Leave it idling.



⚠WARNING

- **Do not touch or remove electrical parts when starting or during operation.**
- **Keep hands, hair, and clothes away from flywheel and other rotating parts while engine is running.**

3) Watch for oil flowing through the oil feed pipes. After any air in the oil lines has been expelled, YAMAHA PRECISION BLEND SYSTEM should supply oil normally. If no oil has begun flowing after 10 minutes of idling, consult your Yamaha dealer.

CAUTION:

When operating the engine after a long period of storage, be sure to take the above steps; otherwise, engine seizure may occur.

EMF50112

BREAKING IN (RUNNING IN) ENGINE

Your new engine requires a period of break-in (running-in) to allow mating surfaces of moving parts to wear-in evenly. Correct break-in (running-in) will help ensure proper performance and longer engine life.

CAUTION:

- **Failure to follow the break-in (running-in) procedure may result in reduced engine life or even severe engine damage.**
- **Premix fuel must be used during break-in (running-in) in addition to oil in the Precision Blend System.**

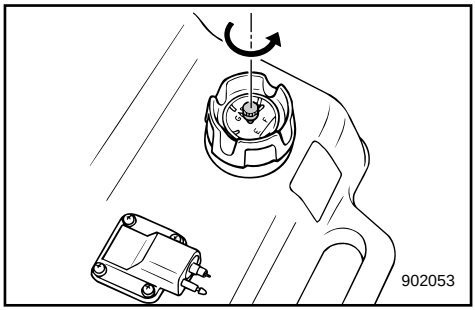
Break-in (running-in) time:10 hours

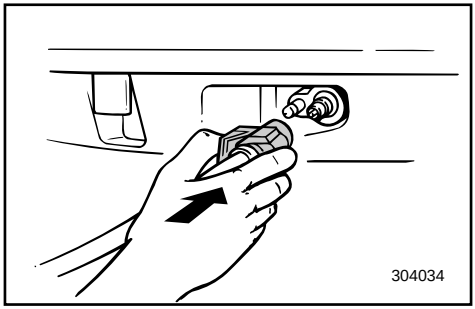
Break-in (running-in) premix ratio
Gasoline (petrol) : Engine oil =50 : 1

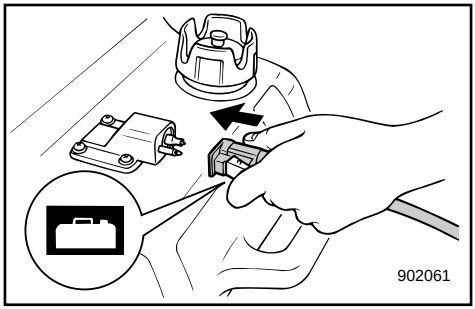
EMU00227

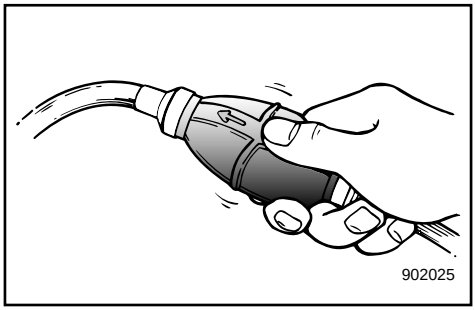
Run the engine under load (in gear with a propeller installed) as follows.

1) First 10 minutes:
   Run the engine at the lowest possible-speed. A fast idle in neutral is best.
2) Next 50 minutes:
   Do not exceed half throttle (approximately 3,000 r/min). Vary engine speed occasionally. If you have an easy-planing boat, accelerate at full throttle onto plane, then immediately reduce the throttle to 3,000 r/min or less.
3) Second hour:
   Accelerate at full throttle onto plane, then reduce engine speed to three-quarter throttle (approximately 4,000 r/min). Vary engine speed occasionally. Run at full throttle for one minute, then allow about 10 minutes of operation at three-quarter throttle or less to let the engine cool.
4) Third through tenth hours:
   Avoid operating at full throttle for more than 5 minutes at a time. Let the engine cool between full-throttle runs. Vary engine speed occasionally.
5) After the first 10 hours:
   Operate the engine normally. Use straight gasoline (petrol) in the fuel tank; YAMAHA PRECISION BLEND SYSTEM provides proper lubrication for normal operation.









EMU01147

STARTING ENGINE

⚠WARNING

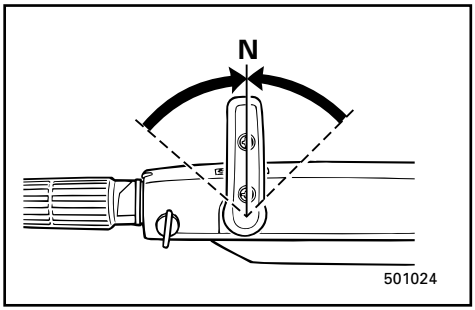
- **Before starting the engine, make sure that the boat is tightly moored and that you can steer clear of any obstructions. Be sure there are no swimmers in the water near you.**
- **When the air vent screw is loosened, gasoline (petrol) vapor will be released. Gasoline (petrol) is highly flammable, and its vapors are flammable and explosive. Refrain from smoking, and keep away from open flames and sparks while loosening the air vent screw.**
- **This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which may cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.**

1) If there is an air vent screw on the fuel tank cap, loosen it 2 or 3 turns.
2) If there is a fuel joint on the motor, firmly connect the fuel line to the joint. Then firmly connect the other end of the fuel line to the joint on the fuel tank.

NOTE:

During engine operation place the tank horizontally, or fuel cannot be drawn into the engine.

3) Squeeze the primer bulb with the outlet end up until you feel it become firm.



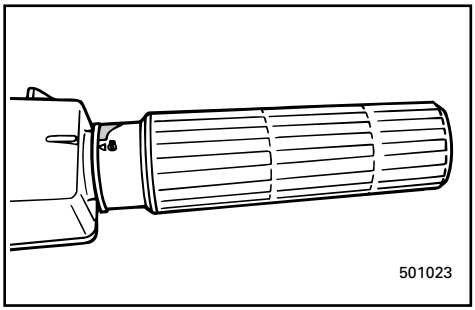
EMU00854

PROCEDURE FOR TILLER CONTROL MODEL

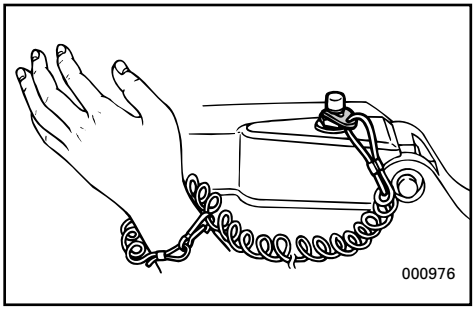
4) Place the gear-shift lever in the neutral position.

NOTE:

The start-in-gear protection device prevents the engine from starting except when in Neutral.



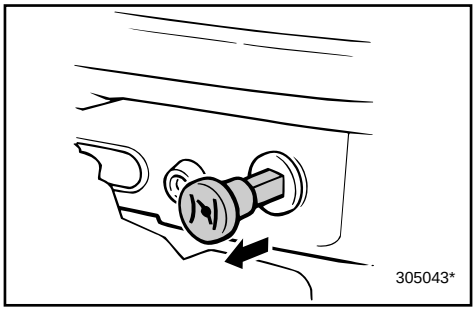
5) Place the throttle control grip in the "START" position.



6) Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg. Then, install the lock plate on the other end of the lanyard in the engine stop switch.

⚠WARNING

- **Attach the engine stop switch lanyard to a secure place on your clothing, your arm or leg while operating.**
- **Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard where it could become entangled, preventing it from functioning.**
- **Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**



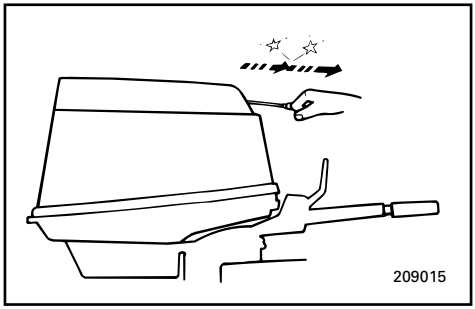
EMF63110

Manual start model

7) Pull out the choke knob completely.

NOTE:

It is not necessary to use the choke when restarting a warm engine.



8) To start the engine, pull the starter handle slowly until you feel resistance. Then, give a strong pull straight out to crank the engine.

NOTE:

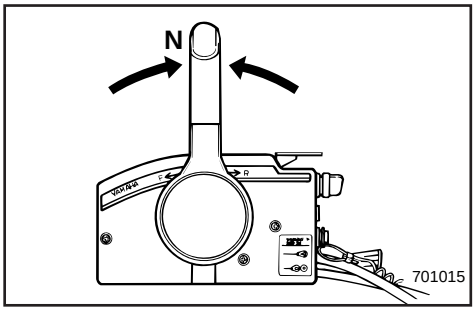
If the engine fails to start on the first pull, repeat the above procedure. If the engine still will not start after several attempts, refer to the section on troubleshooting.

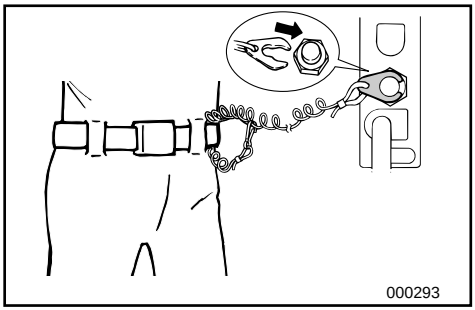
9) After the engine starts, do not let go of the starter handle. Return it slowly to its home position before releasing it.
10) After using the choke, set the choke knob to the home position.

NOTE:

If the choke knob is left pulled out, the engine will stall.

11) Return the throttle control grip slowly to its home position so that the engine does not stall.





EMF65010

PROCEDURE FOR REMOTE CONTROL MODEL

4) Place the remote control lever in the Neutral position.

NOTE:

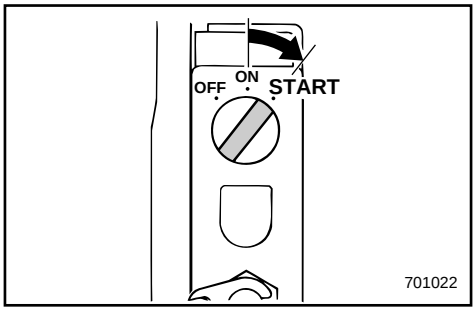
- The start-in-gear protection device prevents the engine from starting except when in Neutral.
- It is not necessary to open the free accelerator lever or Neutral throttle lever while starting.

5) Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg. Then, install the lock plate on the other end of the lanyard in the engine stop switch.

⚠WARNING

- **Attach the engine stop switch lanyard to a secure place on your clothing, your arm or leg while operating.**
- **Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard where it could become entangled, preventing from functioning.**
- **Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**

6) Turn the main switch to “ON”.



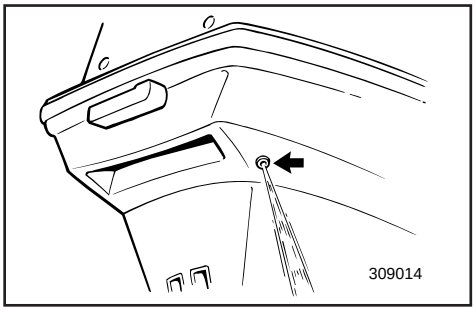
EMF63910

Electric start model

7) Turn the main switch to "START", and hold it for a maximum of 5 seconds.
8) Immediately the engine starts, release the main switch to return it to "ON".

CAUTION:

- **Do not turn the main switch to "START" when the engine is running.**
- **Do not keep the starter-motor turning for more than 5 seconds with the main switch in the "START" position. If the engine does not start within 5 seconds, return the main switch to "ON", wait 10 seconds, and then crank the engine again. (If the starter-motor is run continuously for more than 5 seconds, the battery will rapidly become exhausted and it will be impossible for it to start the engine.)**



EMG00210

WARMING UP ENGINE

1) Before beginning operation, allow the engine to warm up at idling speed for 3 minutes. (Failure to do this will shorten engine life.)
2) Check for a steady flow of water from the cooling-water pilot hole.

CAUTION:

A continuous flow of water from the pilot hole shows that the water pump is pumping water through the cooling passages. If water is not flowing out of the pilot hole at all times while the engine is running, do not continue to run the engine. Overheating and serious damage could occur. Stop the engine and check to see if the water inlet on the lower casing is blocked. If the problem cannot be found and corrected, consult your Yamaha dealer.

NOTE:

After the engine starts, warm-up operation is automatically controlled by the Prime Start system. Automatic control is cancelled if the throttle is opened more than halfway.

EMG20111

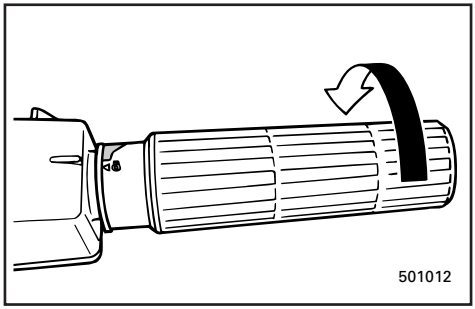
SHIFTING

⚠WARNING

Before shifting, make sure there are no swimmers or obstacles in the water near you.

CAUTION:

To change the shifting position from forward to reverse or vice-versa, close the throttle first so that the engine idles (or runs at low speeds).

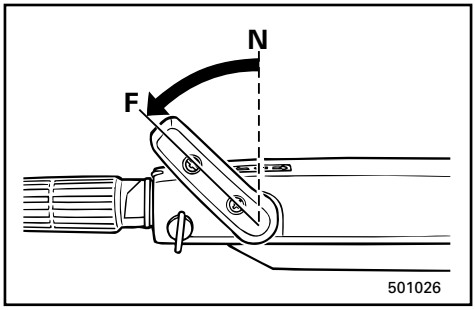


EMG22310

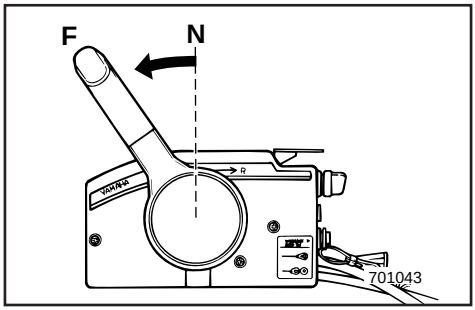
FORWARD

Tiller control model

1) Place the throttle control grip in the fully closed position.

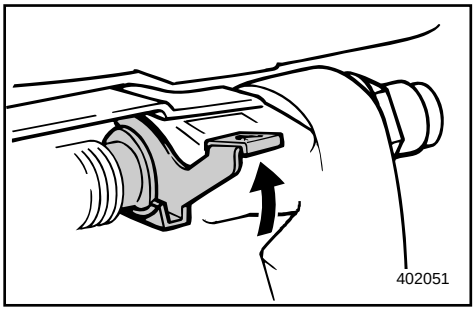


2) Turn the gear-shift lever quickly and firmly from Neutral to Forward.



Remote control model

Pull up the neutral interlock trigger if equipped and move the remote control lever quickly and firmly from Neutral to Forward.



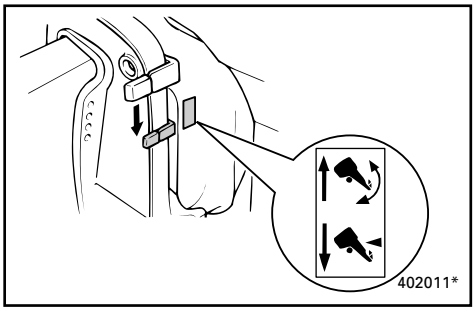
EMU01326

REVERSE

⚠WARNING

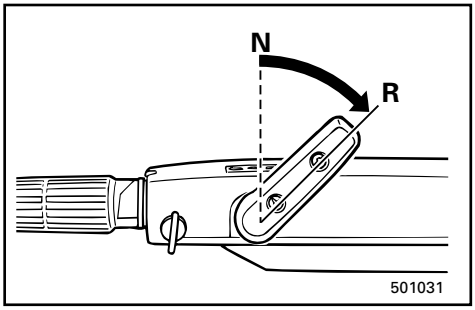
When operating in Reverse, go slowly. Do not open the throttle more than half. Otherwise, the boat may become unstable, which could result in loss of control and an accident.

1) Place the throttle control grip in the fully closed position (for Tiller control model).
2) Check that the tilt-lock lever (for Manual tilt/Hydro-tilt model) is in the locked position.



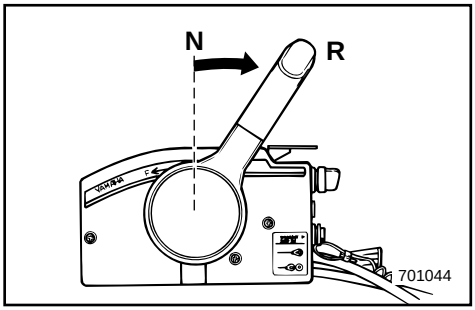
Tiller control model

3) Turn the gear-shift lever quickly and firmly from Neutral to Reverse.



Remote control model

3) Pull up the neutral interlock trigger if equipped and move the remote control lever quickly and firmly from Neutral to Reverse.



EMG38010

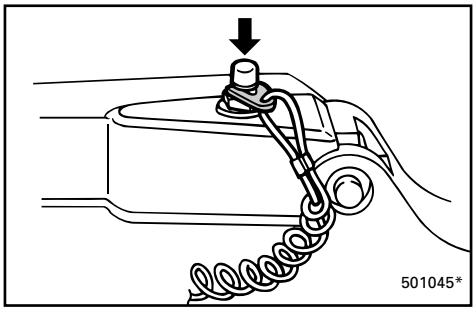
STOPPING ENGINE

Let it cool off for a few minutes at idle or low speed first. Stopping the engine immediately after operating at high speed is not recommended.

EMG35210

PROCEDURE

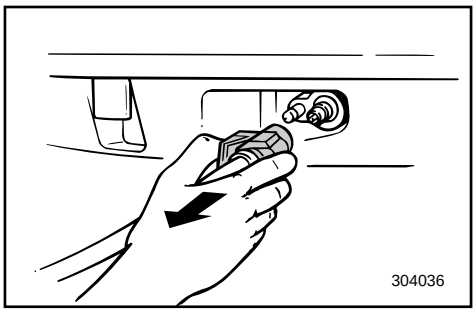
Button switch equipped model



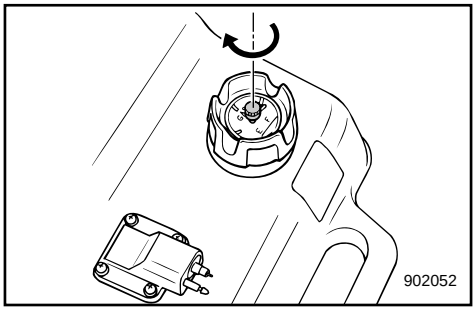
1) Push and hold the engine stop switch (If button switch equipped on the switch) until the engine comes to a complete stop.

NOTE:

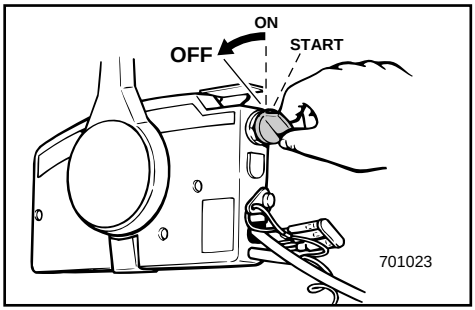
The engine can also be stopped by pulling the lanyard from the engine stop switch.



2) After stopping the engine, disconnect the fuel line from the motor.



3) Tighten the air vent screw on the fuel tank cap after stopping the engine, if it is equipped.



EMG35310

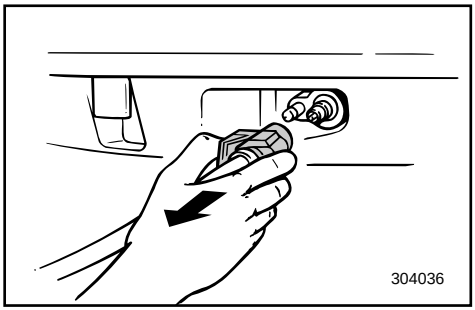
PROCEDURE

Main switch equipped model

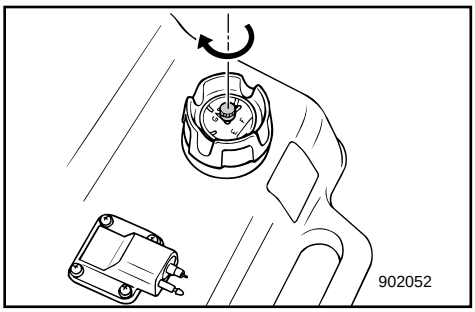
1) Turn the main switch to "OFF".

NOTE:

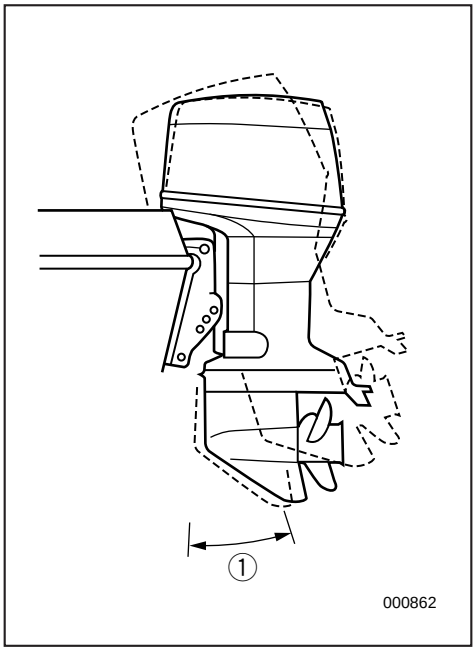
The engine can also be stopped by pulling the lanyard from the engine stop switch (then turning the main switch to "OFF").



2) If the fuel joints are provided, disconnect the fuel line from the motor after stopping the engine.



3) Tighten the air vent screw on the fuel tank cap after stopping the engine, if it is equipped.
4) Remove the key if the boat will be left unattended.



EMU01412

TRIMMING OUTBOARD MOTOR

The trim angle of the outboard motor helps determine the position of the bow of the boat in the water. The correct trim angle will help improve performance and fuel economy while reducing strain on the engine. The correct trim angle depends upon the combination of boat, engine, and propeller. Correct trim is also affected by variables such as the load in the boat, sea conditions, and running speed.

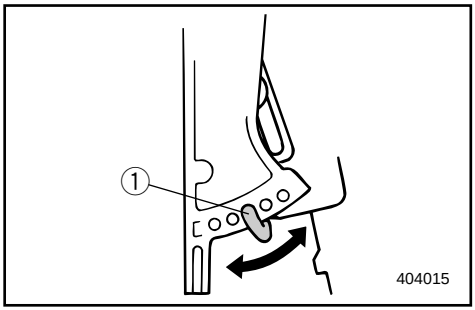
⚠WARNING

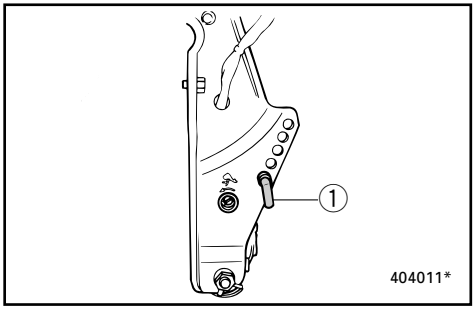
Excessive trim for the operating conditions (either trim up or trim down) can cause boat instability and can make steering the boat more difficult. This increases the possibility of an accident. If the boat begins to feel unstable or is hard to steer, slow down and/or readjust the trim angle.

NOTE:

Refer to the section "ADJUSTING TRIM ANGLE" for instructions on usage.

① Trim operating angle





ADJUSTING TRIM ANGLE

EMU00951

Manual tilt model

There are 4 or 5 holes provided in the clamp bracket to adjust the outboard motor trim angle.

1) Stop the engine.
2) Remove the trim angle adjusting rod ① from the clamp bracket while tilting the motor up slightly.
3) Reposition the rod in the desired hole.

To raise the bow ("trim-out"), move the rod away from the transom.

To lower the bow ("trim-in"), move the rod toward the transom.

Make test runs with the trim set to different angles to find the position that works best for your boat and operating conditions.

⚠WARNING

- **Stop the engine before adjusting the trim angle.**
- **Use care to avoid being pinched when removing or installing the rod.**
- **Use caution when trying a trim position for the first time. Increase speed gradually and watch for any signs of instability or control problems. Improper trim angle can cause loss of control.**

NOTE:

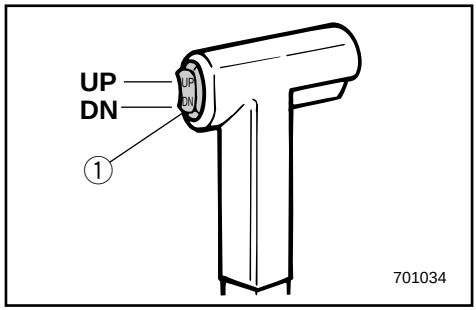
The outboard motor trim angle can be changed approximately 4 degrees by shifting the trim adjusting-rod one hole.

EMU01401

Power Trim/Tilt Model

⚠WARNING

- **Be sure all people are clear of the outboard motor when adjusting the trim/tilt angle, also be careful not to pinch any body parts between the drive unit and clamp bracket.**
- **Use caution when trying a trim position for the first time. Increase speed gradually and watch for any signs of instability or control problems.**
- **Use the power trim/tilt switch located on the bottom engine cowling (if equipped) only when the boat is at a complete stop with the engine off.**



The outboard motor trim angle can be adjusted operating the power trim/tilt switch ①.

To raise the bow ("trim-out"), push the switch UP.

To lower the bow ("trim-in"), push the switch DN.

Make test runs with the trim set to different angles to find the position that works best for your boat and operating conditions.

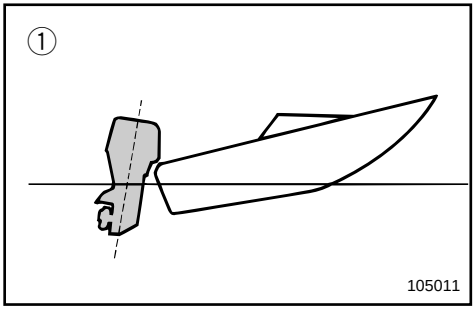
NOTE:

To adjust the trim angle while the boat is moving, use the power trim and tilt switch located on the remote control device or tiller handle, if so equipped.

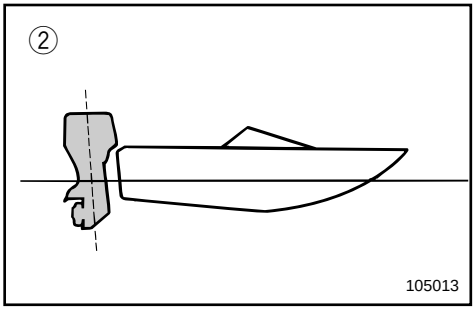
EMG62010

Bow up

When the boat is on plane, a bow-up attitude result in less drag, greater stability and efficiency. This is generally when the keel line of the boat is up about 3 to 5 degrees. When trimmed out, the boat may have more tendency to steer to one side or the other. Compensate for this as you steer. The trim tab can also be adjusted to help offset this effect.



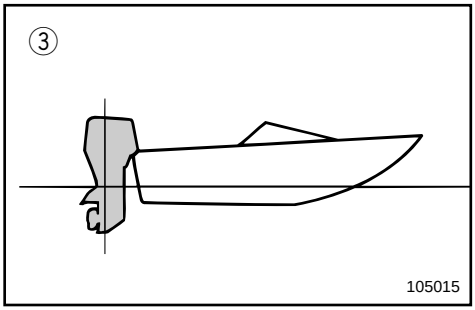
Too much trim-out puts the bow of the boat too high in the water. Performance and economy are decreased because the hull of the boat is pushing the water and there is more air drag.
Excessive trim-up can cause the propeller to ventilate, which reduces performance further. When trimmed-out too much, a boat may "porpoise" (hop in the water), which could throw the operator and passengers overboard.



EMG62110

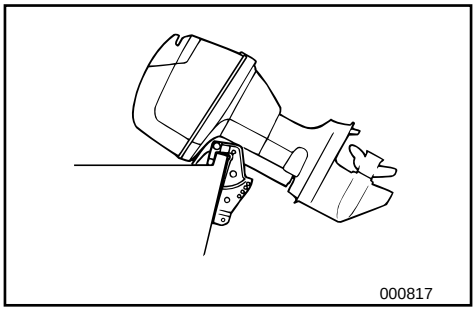
Bow down

When the bow of the boat is down, it is easier to accelerate from a standing start onto plane.



Too much trim-in causes the boat to "plow" through the water, decreasing fuel economy and making in hard to increase speed.
Operating with excessive trim-in at higher speeds also makes the boat unstable. Resistance at the bow is greatly increased, heightening the danger of "bow steering" and making operation difficult and dangerous.

① Bow up
② Bow down
③ Optimum angle



EMH10110

TILTING UP/DOWN

If the engine will be stopped for some time, or if the boat is moored in shallows, the engine should be tilted up to protect the propeller and casing from damage by collision with obstructions, and also to reduce salt corrosion.

CAUTION:

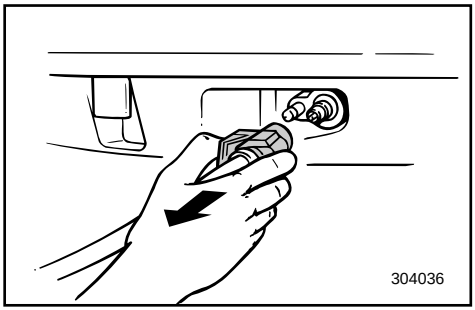
- **Before tilting the motor, follow the procedures under "STOPPING ENGINE". Never tilt the motor while the engine is running. Severe damage from overheating can result.**
- **Do not tilt up the engine by pushing the steering handle as this could break the handle.**
- **Keep the power unit higher than the propeller at all times. Otherwise, water can run into the cylinder, causing damage.**

⚠WARNING

Be sure all people are clear of the outboard motor when adjusting the tilt angle, also be careful not to pinch any body parts between the drive unit and engine bracket.

⚠WARNING

Leaking fuel is a fire hazard. Disconnect the fuel line if the engine will be tilted for more than a few minutes. Otherwise, fuel may leak. (If the fuel connector is provided on the motor.)

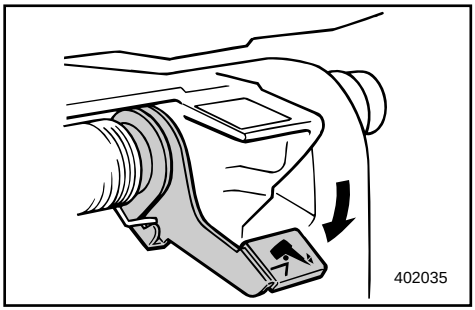


EMG63010

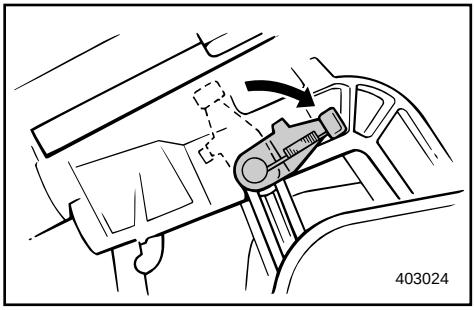
PROCEDURE FOR TILTING UP

Manual tilt model

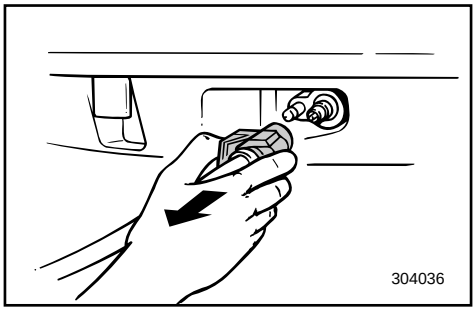
1) Remove the fuel-line connection from the motor. (If the fuel connector is provided on the motor.)



2) Place the tilt-lock lever in Release.



3) Hold the rear of the top cowling with one hand, tilt the engine up, and turn the tilt-support lever to the locked position and support the engine.

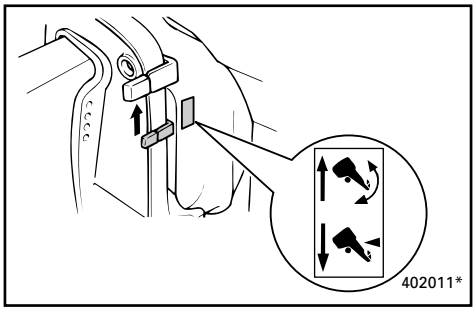


EMG63110

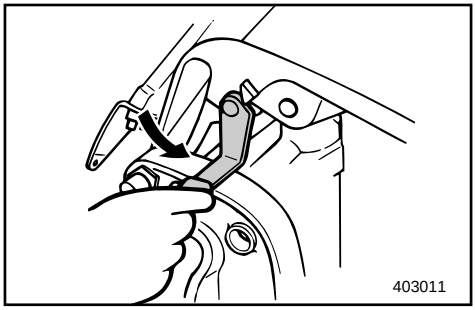
PROCEDURE FOR TILTING UP

Hydro-tilt model

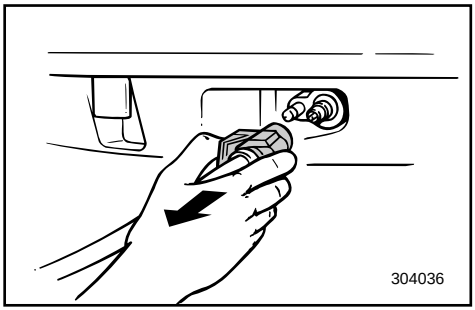
1) Remove the fuel-line connection from the motor.



2) Place the tilt-lock lever in the release position.



3) Hold the rear of the top cowling with one hand, tilt the engine up, and turn the tilt-support lever toward you and support the engine.

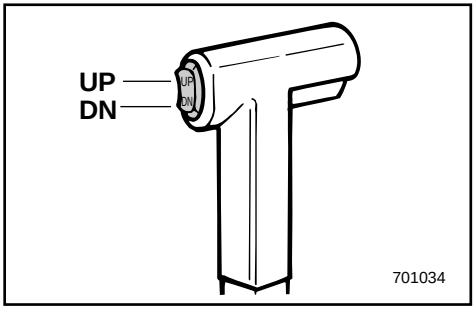


EMG63210

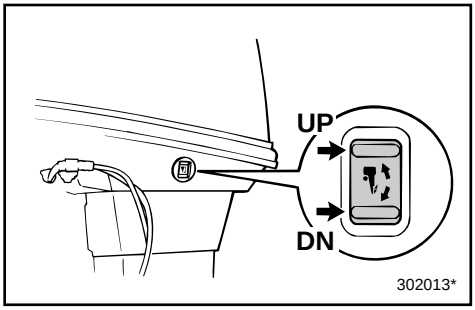
PROCEDURE FOR TILTING UP

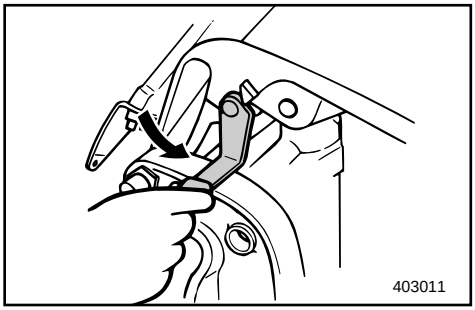
Power trim and tilt model

1) Remove the fuel-line connection from the motor.



2) Push the power trim and tilt switch "UP" until the outboard has tilted up completely.





3) Turn the tilt-support lever toward engine bracket and support the engine.

⚠WARNING

After tilting the engine, be sure to support it with the tilt-support lever. Otherwise, the engine could fall back down suddenly if oil in the power trim and tilt unit should lose pressure.

EMG73210*

PROCEDURE FOR TILTING DOWN

Manual tilt model

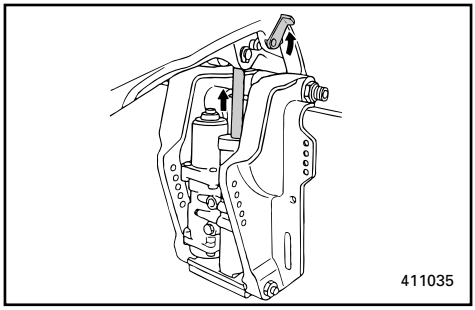
1) Return the tilt support lever tilting up the engine slightly.
2) Tilt down the engine.

EMG64011

PROCEDURE FOR TILTING DOWN

Hydro-tilt model

1) Release the tilt support lever holding the rear of the top cowling with one hand.
2) Tilt the engine down.

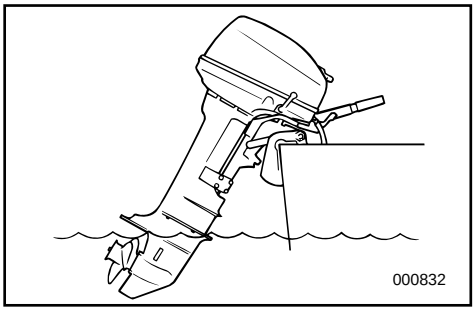


EMG64110

PROCEDURE FOR TILTING DOWN

Power trim and tilt model

1) Push the power trim and tilt switch "UP" until the engine is supported by the tilt rod.
2) Release the tilt-support lever.
3) Push the power trim and tilt switch "DN" (Down) to lower the engine to the desired position.



EMG70011*

CRUISING IN SHALLOW WATER

Manual tilt model

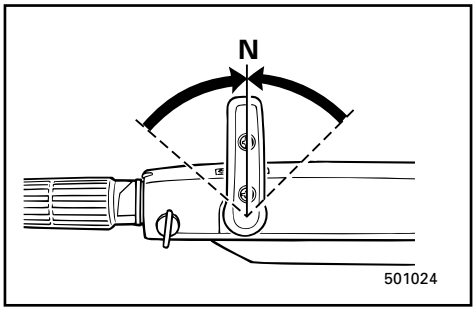
The outboard motor can be tilted up partially to allow operation in shallow water.

⚠WARNING

- **Place the gear shift in the Neutral position before using the shallow water cruising system.**
- **Run the boat at the lowest possible speed when using the shallow water cruising system. The tilt-lock mechanism does not work while the shallow water cruising system is being used. Hitting an underwater obstacle could cause the engine to lift out of the water, resulting in loss of control.**
- **Use extra care when operating in reverse. Too much reverse thrust can cause the engine to lift out of the water, increasing the chance of accident and personal injury.**
- **Return the engine to its normal position as soon as the boat is back in deeper water.**

CAUTION:

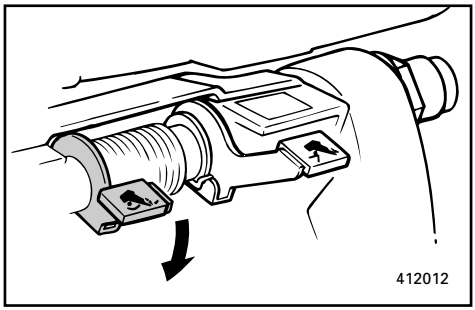
Place the gear-shift in the Neutral position before using the shallow water cruising system.



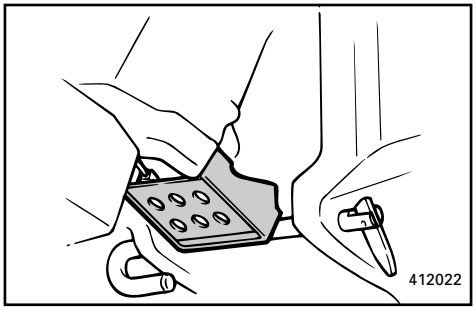
EMG71410

PROCEDURE

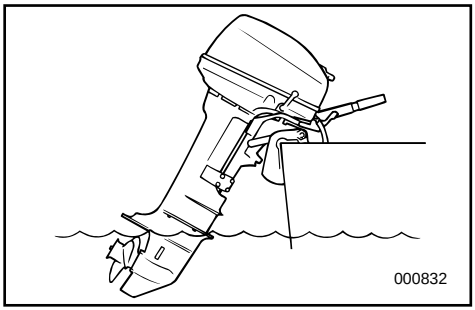
1) Place the gear shift lever in the neutral position.



2) Push the shallow water lever down to the release position.



3) For setting the outboard motor at the partially tilted position, slightly tilt up the engine until the plate turns completely
4) To return the engine to the normal position, put the engine in Neutral, then slightly tilt up the engine. Set the tilt-lock lever and shallow water lever to the lock position and slowly tilt the engine down.



EMG70311

CRUISING IN SHALLOW WATER

Hydro tilt model

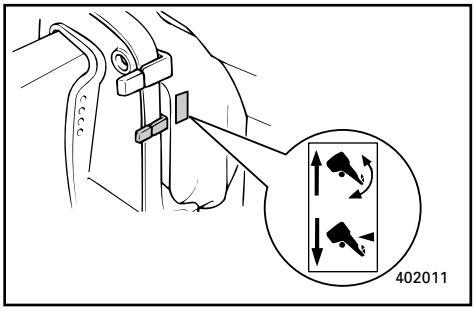
The engine can be tilted up partially to allow operation in shallow water.

⚠WARNING

- **Place the gear shift in the Neutral position before setting for the shallow water cruising.**
- **Return the engine to its normal position as soon as the boat is back in deeper water.**

CAUTION:

Do not tilt up the outboard motor up to the cooling water inlet of the lower unit is higher than the water surface when setting for and cruising in shallow water. Otherwise severe damage from overheating can result.



EMG71710

PROCEDURE

1) Place the gear in the neutral position.
2) Pull the tilt-lock lever up to the Tilt position.
3) Slightly tilt up the engine to the desired position and push the tilt-lock lever down to the Lock position.
4) To return the engine to the normal position, pull the tilt-lock lever up to the Tilt position and slowly tilt the engine down.
5) Push the tilt-lock lever down to the Lock position.

EMH60010

CRUISING IN OTHER CONDITIONS

CRUISING IN SALT WATER

After operating in salt water, wash out the cooling-water passages with fresh water to prevent them from becoming clogged-up with salt deposits.

NOTE:

Refer to cooling system flushing instructions in "TRANSPORTING AND STORING OUTBOARD MOTOR".

CRUISING IN TURBID WATER

It is strongly recommended that the optional chromium-plated water-pump kit be installed if the outboard is to be used in turbid (muddy) water conditions.

E

EMK00010

Chapter 4
MAINTENANCE

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4

EMK10011*

SPECIFICATION DATA

Item \ Model		Unit	40MHA
DIMENSIONS			
●Overall Length		mm (in.)	1,281 (50.4)
●Overall Width		mm (in.)	349 (13.7)
●Overall Height	S/L/X	mm (in.)	—/1,350 (53.1)/—
●Transom height	S/L/X	mm (in.)	—/533 (21.0)/—
●Weight	S/L/X	kg (lb.)	—/77.5 (171)/—
PERFORMANCE			
●Full throttle operating range		r/min	4,500–5,500
●Maximum output		kW (HP)	29.4 (40) at 5,000 r/min
●Idling speed		r/min	750–850
ENGINE			
●Engine type			2-stroke, L
Number of cylinder			3
Displacement		cm^3 (cu.in.)	698 (42.6)
Bore × stroke		mm (in.)	67.0 × 66.0 (2.6 × 2.6)
●Ignition system			C.D.I system
●Spark plug		NGK	B7HS-10
Spark plug gap		mm (in.)	0.9–1.0 (0.035–0.039)
●Control system			Tiller control
●Starting system			Manual start
●Battery capacity		V-AH	—
Minimum cold crank performance		Amps a-17.8°C (0°F)	—
Minimum reserve capacity		minutes at 26.7°C (80°F)	—
●Alternator output		V-Amp (W)	12-(80)
●Starting carburetion system			Choke valve start system
DRIVE UNIT			
●Gear positions			Forward-Neutral-Reverse
Gear ratio			1.85 (24/13)
●Trim and tilt system			Manual tilt
●Propeller mark			G
FUEL AND OIL			
●Fuel			Regular-unleaded gasoline (petrol) (P.O.N.: minimum 86)
Fuel tank capacity		L (US gal, Imp gal)	—
●Recommended engine oil			YAMALUBE 2 STROKE OUTBOARD OIL, or an equivalent TC-W3 certified outboard oil
Oil tank capacity		L (US qt, Imp qt)	Engine: 1.5 (1.6, 1.3) Remote: —
●Lubrication			YAMAHA PRECISION BLEND SYSTEM
●Fuel/oil ratio			—
●Recommended gearcase oil			Hypoid gear oil (SAE 90)
Gear oil quantity		cm^3 (US oz, Imp oz)	430 (14.5, 15.1)
TIGHTNING TORQUE			
●Spark plug		N•m (kgf•m, lb•ft)	25 (2.5, 18)
●Propeller nut		N•m (kgf•m, lb•ft)	35 (3.5, 25)

40TRA	50TRA	50EJRA
646 (25.4) 360 (14.2) —/1,319 (51.9)/1,464 (57.6) —/533 (21.0)/647 (25.5) —/88 (194)/91.5 (202)	670 (26.4) 360 (14.2) —/1,319 (51.9)/— —/533 (21.0)/— —/88.0 (194)/—	670 (26.4) 360 (14.2) — — —
4,500–5,500 29.4 (40) at 5,000 r/min 750–850	4,500–5,500 36.8 (50) at 5,000 r/min 750–850	4,500–5,500 36.8 (50) at 5,000 r/min 750–850
2-stroke, L 3 698 (42.6) 67.0 × 66.0 (2.6 × 2.6) C.D.I system B7HS-10 0.9–1.0 (0.035–0.039) Remote control Electric start 12-70–100 400 85 12-6 Prime start system	2-stroke, L 3 698 (42.6) 67.0 × 66.0 (2.6 × 2.6) C.D.I system B8HS-10 0.9–1.0 (0.035–0.039) Remote control Electric start 12-70–100 400 85 12-6 Prime start system	2-stroke, L 3 698 (42.6) 67.0 × 66.0 (2.6 × 2.6) C.D.I system B8HS-10 0.9–1.0 (0.035–0.039) Remote control Electric start 12-70–100 400 85 12-6 Prime start system
Forward-Neutral-Reverse 1.85 (24/13) Power trim and tilt G	Forward-Neutral-Reverse 1.85 (24/13) Power trim and tilt G	— — Hydro tilt (Hydraulic tilt) —
Regular-unleaded gasoline (P.O.N.: minimum 86) — YAMALUBE 2 STROKE OUTBOARD OIL, or an equivalent TC-W3 certified outboard oil Engine: 1.5 (1.6, 1.3) Remote: — YAMAHA PRECISION BLEND SYSTEM — Hypoid gear oil (SAE 90) 430 (14.5, 15.1)	Regular-unleaded gasoline (P.O.N.: minimum 86) — YAMALUBE 2 STROKE OUTBOARD OIL, or an equivalent TC-W3 certified outboard oil Engine: 1.5 (1.6, 1.3) Remote: — YAMAHA PRECISION BLEND SYSTEM — Hypoid gear oil (SAE 90) 430 (14.5, 15.1)	Regular-unleaded gasoline (P.O.N.: minimum 86) — YAMALUBE 2 STROKE OUTBOARD OIL, or an equivalent TC-W3 certified outboard oil Engine: 1.5 (1.6, 1.3) Remote: — YAMAHA PRECISION BLEND SYSTEM — — —
25 (2.5, 18) 35 (3.5, 25)	25 (2.5, 18) 35 (3.5, 25)	25 (2.5, 18) —

EMU01369*

TRANSPORTING AND STORING OUTBOARD MOTOR

⚠WARNING

Leaking fuel is a fire hazard. When transporting and storing the outboard motor, close the air vent screw and fuel cock to prevent fuel from leaking.

TRAILERING OUTBOARD MOTOR

The motor should be trailered and stored in the normal running position. If there is insufficient road clearance in this position, then trailer the motor in the tilt position using a motor support device such as a transom saver bar.

CAUTION:

Do not use the tilt support lever/knob when trailering the boat. The outboard motor could shake loose from the tilt support and fall. If the motor can not be trailered in the down position, use an additional support device to secure it in the up position.

⚠WARNING

- **Never get under the lower unit while it is tilted, even if a motor support bar is used. Severe injury could occur if the outboard accidentally falls.**
- **USE CARE when transporting fuel tank, whether in a boat or car.**
  DO NOT fill fuel container to maximum capacity.
  Gasoline will expand considerably as it warms up and can build up pressure in the fuel container. This can cause fuel leakage and a potential fire hazard.

EMK16010

STORING OUTBOARD MOTOR

When storing your Yamaha outboard for prolonged periods of time, (2 months or longer), several important procedures must be performed to prevent expensive damage. This is especially important for your Precision Blend equipped outboard due to the lean oil ratios used at idle prior to shutting the engine off for the season.
It is advisable to have your outboard serviced by an authorized Yamaha dealer prior to storage. However, the following procedures can be performed by you, the owner, with a minimum of tools.

EMK21010

Filling Fuel Tank

Fill the fuel tank with fresh fuel and add one ounce of "Yamaha Fuel Conditioner and Stabilizer" (Part No. LUB-FUELC-12-00) to each gallon of fuel.

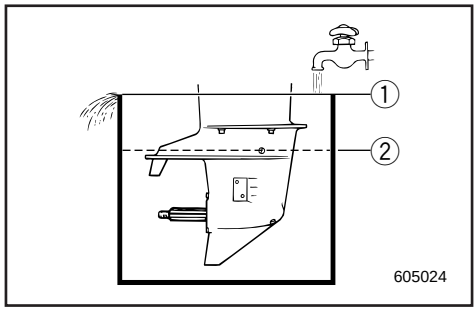
NOTE:

The use of "Yamaha Fuel Conditioner and Stabilizer" eliminates the need to drain the fuel system. Consult your Yamaha dealer or other qualified mechanic if the fuel system is to be drained instead.

EMK22511

Flushing Cooling System and Fogging Engine

Cooling system flushing is essential to prevent the cooling system from clogging up with salt, sand, or dirt. In addition, fogging of the engine is mandatory to prevent expensive engine damage due to rust. Perform the flushing and fogging at the same time.



- **Flushing in a water tank**

1) Remove the engine top cowling and silencer cover.
2) Install the outboard motor on the water tank, and fill the tank with fresh water to above the level of the anti-cavitation plate.

① Water surface
② Lowest water level

CAUTION:

If the fresh water level is below the level of the anti-cavitation plate, or if the water supply is insufficient, engine seizure may occur.

⚠WARNING

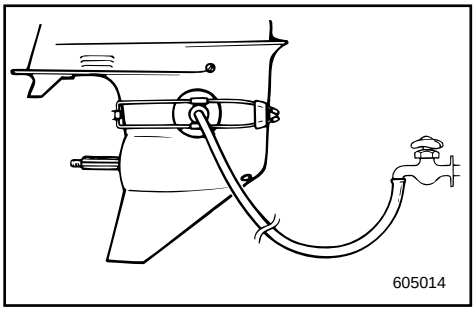
- **Do not tough or remove electrical parts when starting or during operation.**
- **Keep hands, hair and clothes away from flywheel and other rotating parts while engine is running.**

3) Run the engine at a fast idle for 10~15 minutes.

4) Just prior to turning off the engine, quickly spray "Yamaha Stor-Rite Engine Fogging Oil" (Part No. LUB-STRRT-12-00) alternately into each carburetor. When properly done, the engine will smoke excessively and almost stall.

- **Flushing with the flushing attachment**

1) Remove the top cowling and silencer cover. Remove the propeller.
2) Install a flushing attachment to the lower unit. (Flushing attachment available from your Yamaha dealer).



CAUTION:

Avoid running the outboard at high speed while on the flushing attachment, or overheating could occur.

⚠WARNING

- **Do not touch or remove electrical parts when starting or during operation.**
- **Keep hands, hair and clothes away from flywheel and other rotating parts while engine is running.**

3) Run the engine at a fast idle for 10~15 minutes.
4) Just prior to turning off the engine, quickly spray "Yamaha Stor-Rite Engine Fogging Oil" (Part No. LUB-STRRT-12-00) alternately into each carburetor. When properly done, the engine will smoke excessively and almost stall.
5) Remove the flushing attachment and wipe off any excess water.
6) Install the silencer cover and top cowling. Install the propeller.

EMK26112

Lubrication

1) Remove the spark plugs, and spray a 10 second spray of "Yamaha Stor-Rite Engine Fogging Oil" into each cylinder. Grease the spark plug threads and reinstall the spark plugs and torque to proper specification. (Refer to "CLEANING AND ADJUSTING SPARK PLUG".)
2) Turn the engine over with the stop lanyard disconnected to work the fogging oil into the piston rings.
3) Fill the oil tanks. This prevents the formation of condensation. For models with a remote tank, it may be necessary to manually override the control unit to completely fill the engine main tank. (Refer to Oil level warning section).
4) Change the lower unit oil. (Refer to "CHANGING GEAR OIL"). Inspect the oil for the presence of water which indicates a leaky seal. Seal replacement should be performed by an authorized Yamaha dealership prior to use.
5) Grease all grease fittings. (Refer to "GREASING")

EMK27011

Cleaning and Anti-corrosion Measure

1) Wash down the exterior of the outboard with fresh water and dry off completely.
2) Spray the engine's exterior with "Yamaha Silicone Protectant" (Part No. LUB-SILCNE-13-00).
3) Wax the cowling with a non-abrasive wax such as "Yamaha Silicone Wax" (Part No. ACC-11000-15-02).

EMK29010

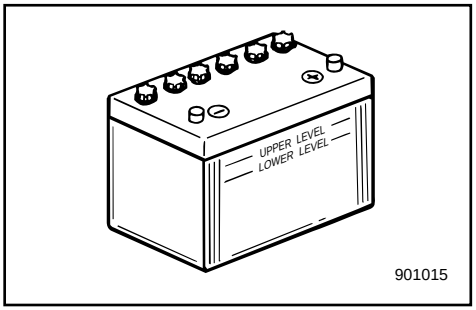
Battery Care

⚠WARNING

Battery electrolyte is poisonous and dangerous, causing severe burns, etc. It contains sulfuric acid. Avoid contact with skin, eyes, or clothing.
Antidote:
EXTERNAL; Flush with water.
INTERNAL; Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.
EYES; Flush with water for 15 minutes and get prompt medical attention.
Batteries produce explosive gases: Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in a closed space. Always wear eye protection when working near batteries.
KEEP OUT OF REACH OF CHILDREN.

NOTE:

Batteries vary among manufacturers. Therefore the following procedures may not always apply. Consult your battery manufacturer's instructions.



1) Disconnect and remove the battery from the boat. Always disconnect the black negative lead first to prevent the risk of shorting.
2) Clean the battery casing and terminals. Fill each cell to the upper level with distilled water.
3) Store the battery on a level surface in a cool, dry, well-ventilated place out of direct sunlight.
4) Once a month, check the specific gravity of the electrolyte and recharge as required to prolong battery life.

EMK32110

PERIODIC MAINTENANCE

⚠WARNING

Be sure to turn off the engine when you perform maintenance unless otherwise specified. If the owner is not familiar with machine servicing, this work should be done by a Yamaha dealer or other qualified mechanic.

A service manual is available for purchase through a Yamaha dealer for owners who have the mechanical skills, tools, and other equipment necessary to perform maintenance not covered by this owner's manual.

EMK33011

REPLACEMENT PARTS

If replacement parts are necessary, use only genuine Yamaha parts or equivalents of the same type and of equivalent strength and materials. Any part of inferior quality may malfunction, and the resulting loss of control could endanger the operator and passengers.
Yamaha genuine parts and accessories are available from a Yamaha dealer.

EMK30114*

MAINTENANCE CHART

Frequency of maintenance operations may be adjusted according to the operating conditions, but the following table gives general guidelines.

The mark (●) indicates the check-ups which you may carry out yourself.
The mark (○) indicates work to be carried out by your Yamaha dealer.

Item \ Interval		Initial		Every		Refer page
		10 hours	50 hours (3 months)	100 hours (6 months)	200 hours (1 year)	
Carburetor	Cleaning	○	○	○		—
Fuel filter	Cleaning	●	●	●		4-16
Fuel system	Inspection	●		●		4-15
Fuel tank *2	Cleaning				●	4-24
Throttle link	Inspection/Adjustment				○	—
Idling speed	Inspection/Adjustment	●		●		4-17
Spark plug	Cleaning/Adjustment/ Replacement	●	●	●		4-13
Oil tank water drain	Cleaning	●	●	●		4-18
Oil pump	Inspection/Adjustment	○				—
Power trim and tilt system*1	Inspection	●	●	●		4-20
Wiring & Connector	Inspection/Reconnect	●	●	●		4-19
Exhaust leakage	Inspection	●	●	●		4-19
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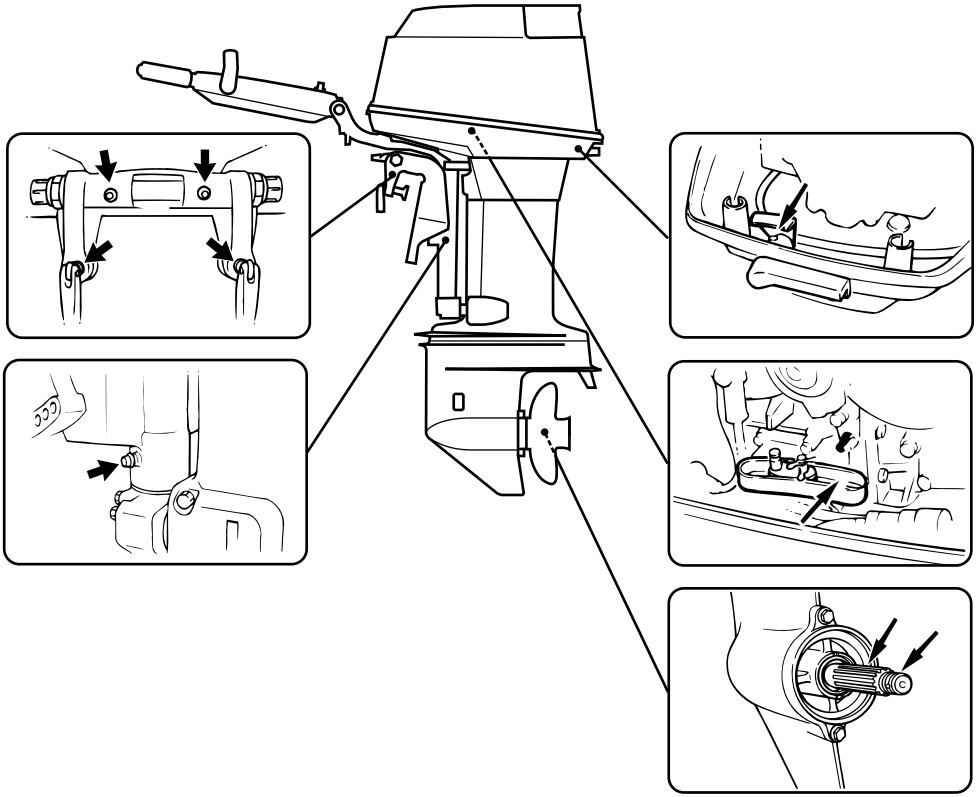
Gear oil	Change	●		●		4-23
Bolts & Nuts	Retightening	●	●	●		4-29
Cowling clamp	Inspection				●	—
Anode	Inspection		●	●		4-25
Propeller	Inspection	●	●	●		4-21
Motor exterior	Inspection	●	●	●		4-29
Cooling water passages*3	Cleaning		●	●		4-5
Battery	Inspection	● (every month)				4-26

*1. for Power trim and tilt model
*2. If equipped
*3. When operating in salt water, turbid or muddy water, the engine should be flushed with clean water after each use.

EMU00366

GREASING

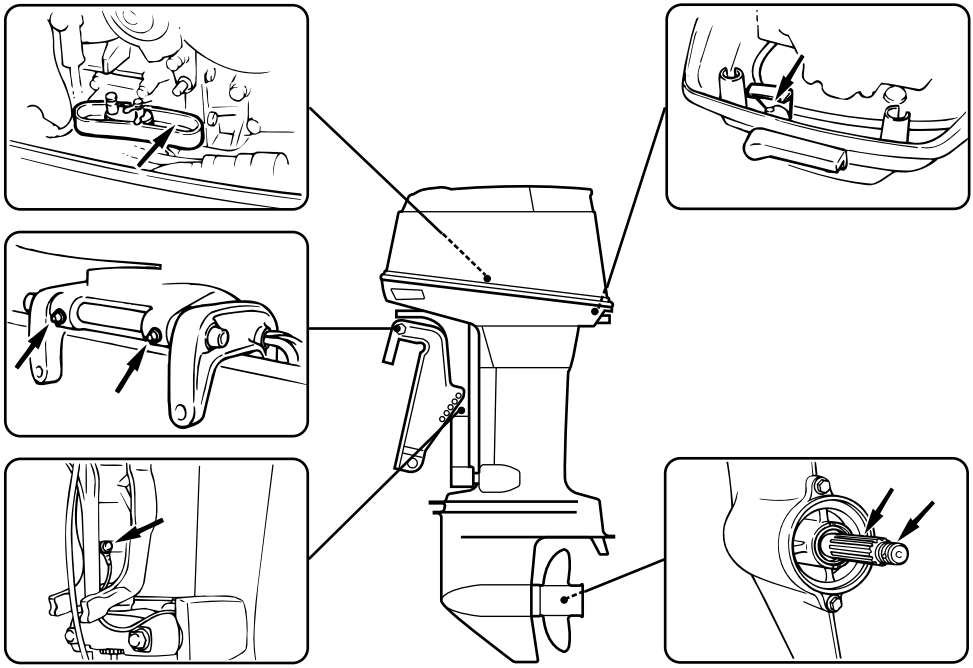
Yamaha marine grease
(Water resistant grease)



EMU00366

GREASING

Yamaha marine grease
(Water resistant grease)



EMU01202

CLEANING AND ADJUSTING SPARK PLUG

⚠WARNING

When removing or installing a spark plug, be careful not to damage the insulator. A damaged insulator could allow external sparks, which could lead to explosion or fire.

The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate something about the condition of the engine. For example, if the center electrode porcelain is very white, this could indicate an intake air leak or carburetion problem in that cylinder. Do not attempt to diagnose any problems yourself. Instead, take the outboard motor to a Yamaha dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with another of the correct type.

Standard spark plug:
Refer to “SPECIFICATIONS”, page 4-1.

Before fitting the spark plug, measure the electrode gap with a wire thickness gauge; adjust the gap to specification if necessary.

Spark plug gap:
Refer to “SPECIFICATIONS”, page 4-1.

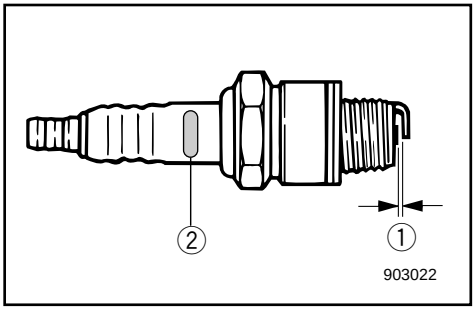
When fitting the plug, always clean the gasket surface and use a new gasket. Wipe off any dirt from the threads and screw in the spark plug to the correct torque.

Spark plug torque:
Refer to "SPECIFICATIONS", page 4-1.

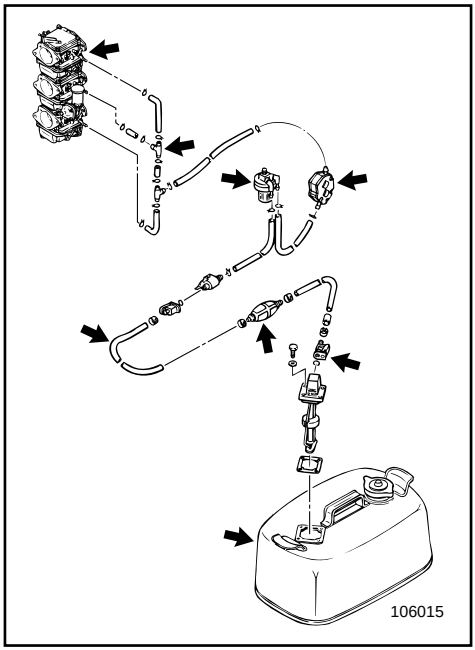
NOTE:

If a torque-wrench is not available when you are fitting a spark plug, a good estimate of the correct torque is 1/4 to 1/2 a turn past finger-tight. Have the spark plug adjusted to the correct torque as soon as possible with a torque-wrench.

Initial of spark plug I.D. mark	Plug wrench size
B	21 mm (13/16 in.)
C/BK	16 mm (5/8 in.)
D	18.3 mm (23/32 in.)



① Spark plug gap
② Spark plug I.D. mark (NGK)



EMK38010

CHECKING FUEL SYSTEM

⚠WARNING

Gasoline (petrol) and its vapors are highly flammable and explosive. Keep away from sparks, cigarettes, flames or other sources of ignition.

Check the fuel line for leaks, cracks, or malfunctions. If any problem is found, it should be repaired immediately by Yamaha dealer or other qualified mechanic.

Checking points

- Fuel system parts leakage.
- Fuel hose joint leakage.
- Fuel hose cracks or other damage.
- Fuel connector leakage.

⚠WARNING

Leaking fuel can result in fire or explosion.

- **Check for fuel leakage regularly.**
- **If any fuel leakage is found, the fuel system must be repaired by a qualified mechanic. Improper repairs can make the outboard unsafe to operate.**

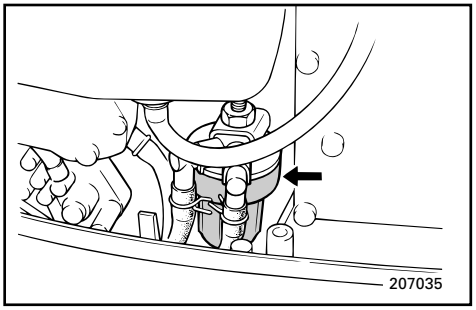
EMK50011

CLEANING FUEL FILTER

⚠WARNING

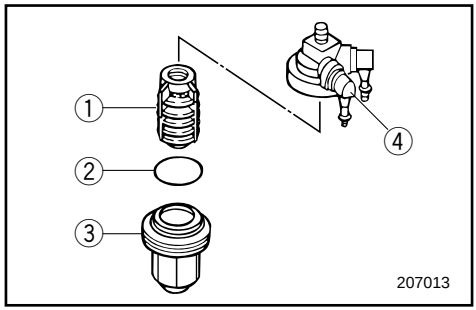
Gasoline (petrol) is highly flammable, and its vapors are flammable and explosive.

- **If you have any question about properly doing this procedure, consult your Yamaha dealer.**
- **Do not perform this procedure on a hot or running engine. Allow the engine to cool.**
- **There will be fuel in the fuel filter. Keep away from sparks, cigarettes, flames or other sources of ignition.**
- **This procedure will allow some fuel to spill. Catch fuel in a rag. Wipe up any spilled fuel immediately.**
- **The fuel filter must be reassembled carefully with O-ring, filter cup, and hoses in place. Improper assembly can result in a fuel leak, which could result in a fire or explosion hazard.**



To clean the fuel filter:

1) Remove the nut holding the fuel filter assembly if equipped.
2) Unscrew the filter cup, catching any spilled fuel in a rag.
3) Remove the filter element, and wash it in solvent.
   Allow it to dry. Inspect the filter element and O-ring to make sure they are in good condition. Replace them if necessary.
4) Reinstall the filter element in the cup. Make sure the O-ring in position in the cup. Firmly screw the cup onto the filter housing.



5) Attach the filter assembly to the bracket with that the fuel hoses are attached to the filter assembly.
6) Run the engine and check the filter and lines for leaks.

① Filter element
② O-ring
③ Filter cap
④ Filter housing

EMK54110

ADJUSTING IDLING SPEED

⚠WARNING

- **Do not touch or remove electrical parts when starting or during operation.**
- **Keep hands, hair and clothes away from flywheel and other rotating parts while engine is running.**

CAUTION:

This procedure must be performed while the outboard motor is in the water. A flushing attachment or test tank can be used.

Procedure

NOTE:

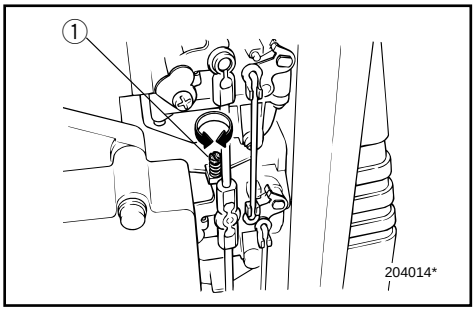
A diagnostic tachometer should be used for this procedure.

1) Start the engine and allow it to warm up fully in Neutral until it is running smoothly. If the outboard is mounted on a boat, be sure the boat is tightly moored.

2) Adjust the throttle stop-screw to set the idling speed to specification (see "SPECIFICATIONS") by turning the stop-screw clockwise to increase the idling speed, and turning it counter-clockwise to decrease the idling speed.

NOTE:

Correct idling-speed adjustment is only possible if the engine is fully warmed-up. If not warmed up fully, the speed setting will tend to be too high. If you have difficulty obtaining the specified idle, consult a Yamaha dealer or other qualified mechanic.

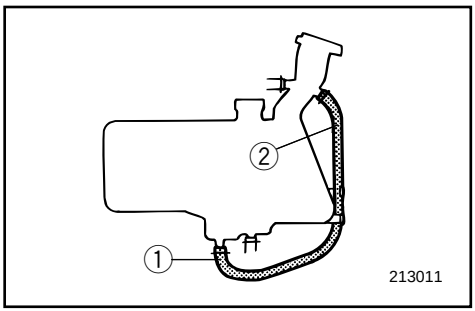


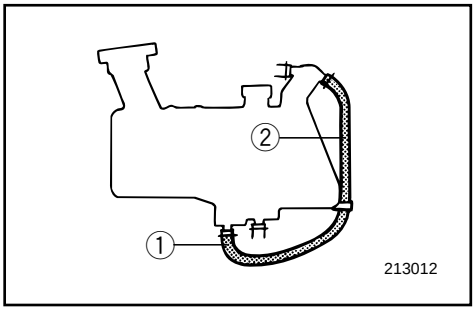
① Throttle stop-screw

EMK58010

CHECKING WATER DRAIN UNDER ENGINE OIL TANK

A translucent water drain hose is connected from the bottom of the oil tank to the filler neck. If water or foreign matter collects in this hose, immediately remove the hose at the filler neck and drain the contaminants.





① Hose
② Filler neck side

EMU01329

REPLACING FUSE

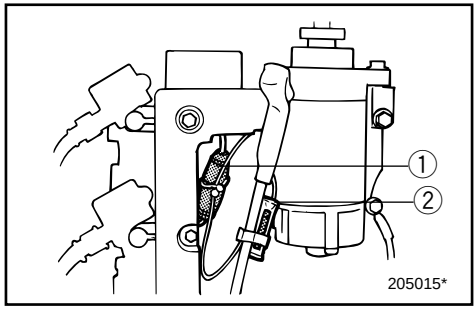
If the fuse has blown on an Electric start model, open the fuse holder and replace the fuse with a new one of proper amperage.

⚠WARNING

Be sure to use the specified fuse. An incorrect fuse or a piece of wire may allow excessive current flow. This could cause electrical system damage and a fire hazard.

NOTE:

If the new fuse blows again immediately, consult a Yamaha dealer.



① Fuse holder
② Fuse (20A)

EMK78010

CHECKING WIRING AND CONNECTORS

1) Check that each grounding wire is properly secured.
2) Check that each connector is engaged securely.

EXHAUST LEAKAGE

Start the engine and check that no exhaust leaks from the joints between the exhaust cover, cylinder head and crank case.

WATER LEAKAGE

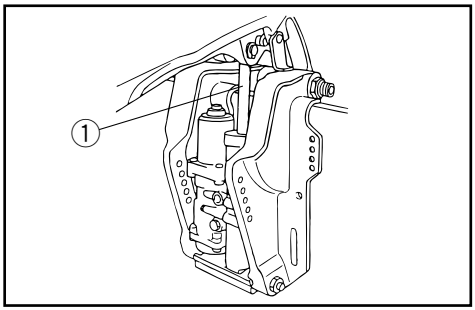
Start the engine and check that no water leaks from the joints between the exhaust cover, cylinder head and crank case.

EMU00992

CHECKING POWER TRIM AND TILT SYSTEM

⚠WARNING

- **Never get under the lower unit while it is tilted, even when the tilt-support lever is locked. Severe injury could occur if the outboard accidentally falls.**
- **Make sure no one is under the outboard before performing this test.**

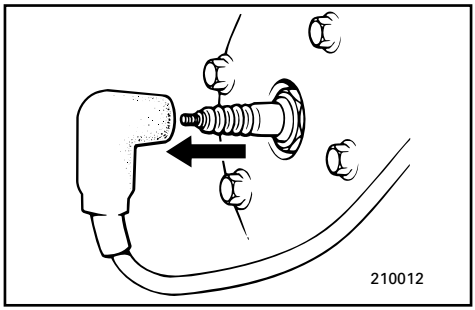


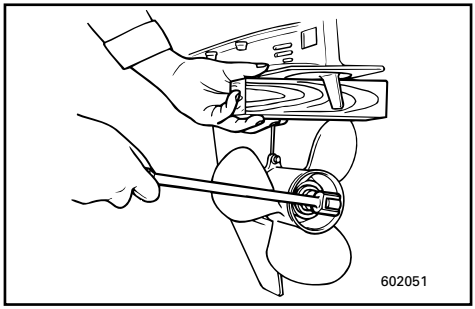
1) Check the power trim and tilt unit for any sign of oil leaks.
2) Operate each of the power trim and tilt switches on remote control and engine bottom cowling (If equipped) to check that all switches work.
3) Tilt up the motor and check that the trim and tilt rod ① is pushed out completely.
4) Check that the trim and tilt rod is free of corrosion or other flaws.
5) Operate the motor to trim and tilt down. Check that the trim and tilt rod operates smoothly.

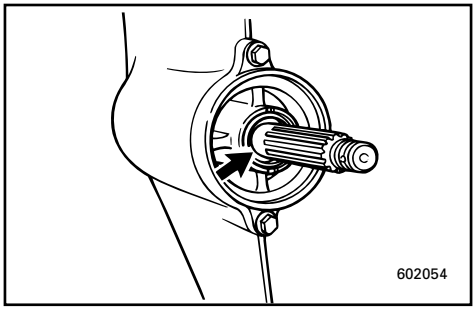
NOTE:

If any operation is abnormal, consult a Yamaha dealer.

Recommended fluid;
Yamaha power trim & tilt fluid or ATF (DEXRON-Ⅱ)







EML08011*

CHECKING PROPELLER

⚠WARNING

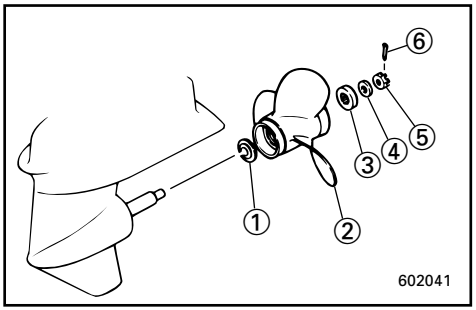
You could be seriously injured if the engine accidentally starts while you are near the propeller.

- **Before inspecting, removing or installing the propeller, remove the spark plug caps from the spark plugs. Also, put the shift control in Neutral, put the main switch in the "OFF" position and remove the key, and remove the lanyard from the engine stop switch. Turn off the battery cut-off switch if your boat has one.**
- **Do not use your hand to hold the propeller when loosening or tightening the propeller nut. Put a wood block between the cavitation plate and the propeller to prevent the propeller from turning.**

1) Check each of the propeller blades for wear, erosion from cavitation or ventilation, or other damage.
2) Check the splines for wear and damage.
3) Check for fish line winding around the propeller shaft. Check the propeller shaft oil seal for damage.

Removal

1) Using pliers, straighten the cotter-pin and pull it out.
2) Remove the propeller nut.
3) Remove the propeller.



① Thrust washer
② Propeller
③ Spacer
④ Washer
⑤ Propeller nut
⑥ Cotter pin

Installation

1) Apply Yamaha Marine grease (water-resistant grease) to the propeller-shaft.
2) Slide the propeller over the propeller-shaft.

CAUTION:

Be sure to install the thrust washer before installing propeller, otherwise, lower case and propeller boss may be damaged.

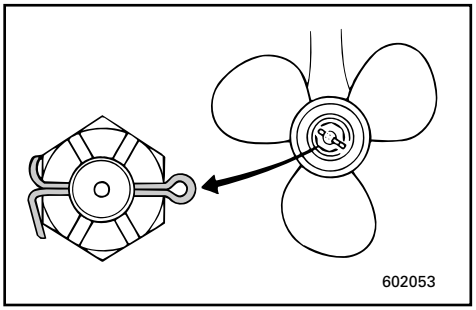
3) Tighten the propeller nut to the specified torque.

Tightening torque:
Refer to "SPECIFICATIONS" page 4-1.

4) Align the propeller nut with the propeller shaft hole. Insert a new cotter pin in the hole and bend the cotter pin ends.

NOTE:

When the propeller nut does not align with the propeller shaft hole after tightening to the specified torque, then tighten it more to align the hole.



CAUTION:

Be sure to use a new cotter pin and bend the ends over securely. Otherwise, the propeller could come off during operation and be lost.

EMU01460

CHANGING GEAR OIL

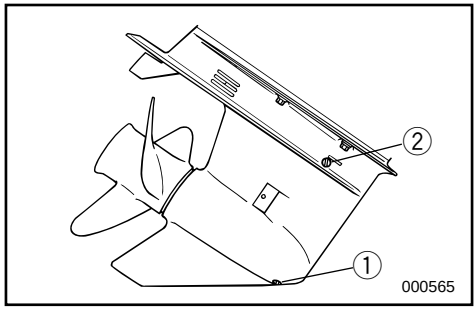
⚠WARNING

- **Be sure the outboard is securely fastened to the transom or a stable stand. You could be severely injured if the outboard falls on you.**
- **Never get under the lower unit while it is tilted, even when the tilt-support lever/knob is locked. Severe injury could occur if the outboard accidentally falls.**

1) Tilt the outboard motor so that the oil drain plug is at the lowest point possible.
2) Place a suitable container under the gear-case.
3) Remove the oil drain plug ①.

NOTE:

The oil drain plug is magnetic. Remove all metal particles from the plug before reinstalling it.



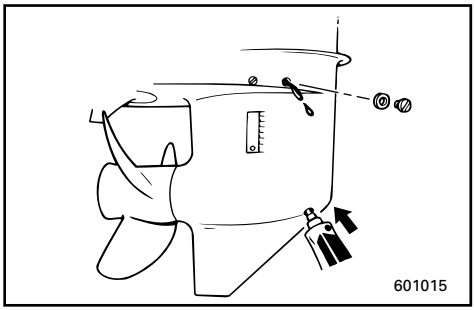
4) Remove the oil level plug ② to allow the oil to drain completely.

CAUTION:

Inspect the used oil after it has been drained. If the oil is milky, water is getting into the gear-case which can cause gear damage. Consult a Yamaha dealer for repair of the lower unit seals.

NOTE:

For disposal of used oil consult your Yamaha dealer.



5) With the outboard motor in a vertical position, and using a flexible or pressurized filling device, inject the gear oil into the oil drain plug hole.

Gear oil grade/capacity:
Refer to "SPECIFICATIONS," page 4-1.

6) When the oil begins to flow out of the oil level plug hole, insert and tighten the oil level plug.
7) Insert and tighten the oil drain plug.

EML22011

CLEANING FUEL TANK

⚠WARNING

Gasoline (petrol) is highly flammable, and its vapors are flammable and explosive.

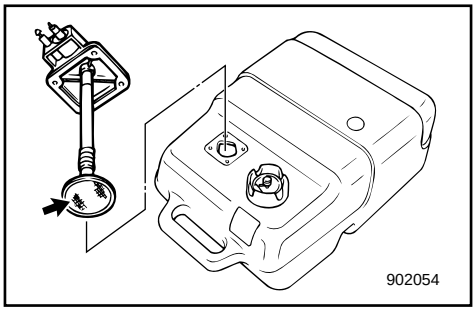
- **If you have any question about properly doing this procedure, consult your Yamaha dealer.**
- **Keep away from sparks, cigarettes, flames or other sources of ignition when cleaning the fuel tank.**
- **Remove the fuel tank from the boat before cleaning it. Work only outdoors in an area with good ventilation.**
- **Wipe up any spilled fuel immediately.**
- **Reassemble the fuel tank carefully. Improper assembly can result in a fuel leak, which could result in a fire or explosion hazard.**
- **Dispose of old gasoline (petrol)according to local regulations.**

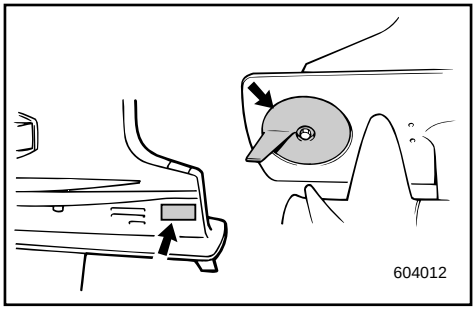
To clean the fuel tank

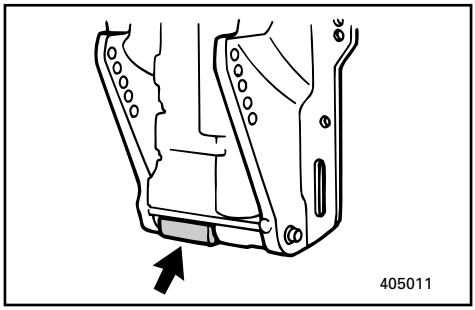
1) Empty the fuel tank into an approved gasoline (petrol) container.
2) Pour a small amount of suitable solvent in the tank. Reinstall the cap and shake the tank. Drain the solvent completely.

To clean the fuel filter

1) Remove the screws holding the fuel hose joint assembly . Pull the assembly out of the tank.
2) Clean the filter (located on the end of the suction pipe) in a suitable cleaning solvent. Allow the filter to dry.
3) Replace the gasket with a new one. Reinstall the fuel hose joint assembly and tighten the screws firmly.







EML24010

INSPECTING AND REPLACING ANODE

Yamaha outboard motor is protected from corrosion by a sacrificial anode(s).

Check the anode periodically. Remove the scales from surfaces of the anode.
For the replacement of the anode, consult a Yamaha dealer.

CAUTION:

Do not paint the anode, for this would render it ineffective.

EML26010

CHECKING BATTERY (for Electric start model)

⚠WARNING

Battery electrolytic fluid is dangerous; it contains sulfuric acid and therefore is poisonous and highly caustic.

Always follow these preventive measures:

- **Avoid bodily contact with electrolytic fluid as it can cause severe burns or permanent eye injury.**
- **Wear protective eye gear when handling or working near batteries.**

Antidote (EXTERNAL):

- **SKIN—Flush with water.**
- **EYES—Flush with water for 15 minutes and get immediate medical attention.**

Antidote (INTERNAL):

- **Drink large quantities of water or milk followed by milk of magnesia, beaten egg, or vegetable oil. Get immediate medical attention.**

Batteries also generate explosive hydrogen gas; therefore, you should always follow these preventive measures:

- **Charge batteries in a well-ventilated area.**
- **Keep batteries away from fire, sparks, or open flames (e.g., welding equipment, lighted cigarettes, etc.).**
- **DO NOT SMOKE when charging or handling batteries.**
- **KEEP BATTERIES AND ELECTROLYTIC FLUID OUT OF REACH OF CHILDREN.**

CAUTION:

A poorly maintained battery will quickly deteriorate.

1) Check the electrolyte level at least once a month. Fill to the manufacturer's recommended level when necessary. Top up only with distilled water (or pure de-ionized water suitable to use in batteries).

CAUTION:

Ordinary tap-water contains minerals harmhul to a battery, and should not be used for topping-up.

2) Keep the battery always in a good state of charge. Installing a voltmeter will help you monitor your battery. If you will not use the boat for a month or more, remove the battery from the boat and store it in a cool, dark place. Completely recharge the battery before using it.
3) If the battery will be stored for longer than a month, check the specific gravity of the fluid at least once a month and recharge the battery when it is low.

EMU01279

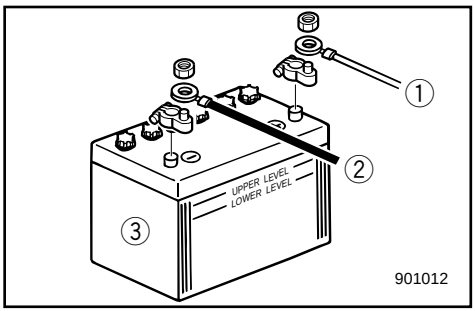
Connecting the Battery

⚠WARNING

Mount the battery holder securely in a dry, well-ventilated, vibration-free location in the boat. Install a fully charged battery in the holder.

CAUTION:

- **Make sure the main switch (on applicable models) is "OFF" before working on the battery.**
- **Reversal of the battery leads will damage the rectifier.**
- **Connect the RED lead first when installing the battery and disconnect the RED lead last when removing it. Otherwise, the electrical system can be damaged.**
- **The electrical contacts of the battery and cables must be clean and properly connected, or the battery will not start the engine.**



Connect the RED lead to the POSITIVE (+) terminal first.
Then connect the BLACK lead to the NEGATIVE (-) terminal.

① Red lead
② Black lead
③ Battery

EMU01280

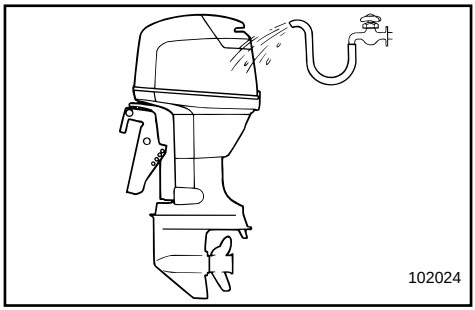
Disconnecting the Battery

Disconnect the BLACK lead from the NEGATIVE (-) terminal first. Then disconnect the RED lead from the POSITIVE (+) terminal.

EML40010

CHECKING BOLTS AND NUTS

1) Check that bolts securing the cylinder head and engine and the nut securing the flywheel are tightened with their specified tightening torques.
2) Check the tightening torques of other bolts and nuts.



EML42011

MOTOR EXTERIOR

Cleaning the Outboard Motor

After use, wash the exterior of the outboard with fresh water. Flush the cooling system with fresh water.

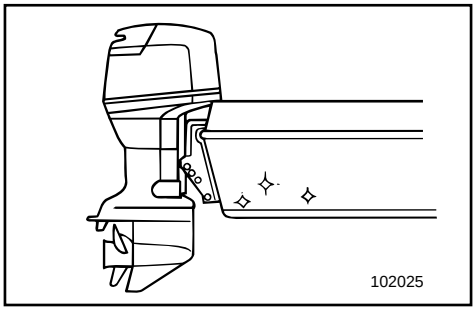
Cleaning cooling-water passages

NOTE:

Refer to cooling system flushing instructions in "TRANSPORTING AND STORING OUTBOARD MOTOR".

Checking Painted Surface of Motor

Check the motor for scratches, nicks, or flaking paint. Areas with damaged paint are more likely to corrode. If necessary, clean and paint the areas. Consult a Yamaha dealer for touch-up paint.



EML44010

COATING THE BOAT BOTTOM

A clean hull improves boat performance. The boat bottom should be kept as clean of marine growths as possible. If necessary, the boat bottom can be coated with an anti-fouling paint approved for your area to inhibit marine growth.

Do not use anti-fouling paint which includes copper or graphite. These paints can cause more rapid engine corrosion.

E

EMN00010

Chapter 5
TROUBLE RECOVERY

TROUBLESHOOTING 5-1

TEMPORARY ACTION IN EMERGENCY 5-5
Impact damage 5-5
Power trim/tilt will not operate 5-5
Starter will not operate 5-6
Engine fails to operate 5-8
Treatment of submerged motor 5-10

5

EMU01204

TROUBLESHOOTING

A problem in the fuel, compression, or ignition systems can cause poor starting, loss of power, or other problems. The troubleshooting chart describes basic checks and possible remedies. (This chart covers all Yamaha outboard motors. Therefore, some items may not apply to your model.)
If your outboard motor requires repair, bring it to a Yamaha dealer.

Trouble	Possible Cause	Remedy
A. Starter will not operate.	1. Battery capacity weak or low. 2. Battery connections loose or corroded. 3. Fuse for electric start circuit blown. 4. Starter components faulty. 5. Engine stop switch lanyard not attached. 6. Shift lever in gear.	1. Check battery condition. Use battery of recommended capacity. 2. Tighten battery cables and clean battery terminals. 3. Check for cause of electric overload and repair. Replace fuse with one of correct amperage. 4. Have serviced by a Yamaha dealer. 5. Attach lanyard. 6. Shift to neutral.
B. Engine will not start (Starter operates).	1. Fuel tank empty. 2. Fuel contaminated or stale. 3. Fuel filter clogged. 4. Starting procedure incorrect. 5. Fuel pump malfunctions. 6. Spark plug(s) fouled or incorrect type. 7. Spark plug cap(s) fitted incorrectly. 8. Poor connections or damaged ignition wiring. 9. Ignition parts faulty. 10. Engine stop switch lanyard not attached. 11. Shift lever in gear. 12. Engine inner parts damaged.	1. Fill tank with clean, fresh fuel. 2. Fill tank with clean, fresh fuel. 3. Clean or replace filter. 4. Read "STARTING ENGINE" section. 5. Have serviced by a Yamaha dealer. 6. Inspect spark plug(s). Clean or replace with recommended type. 7. Check and re-fit cap(s). 8. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires. 9. Have serviced by a Yamaha dealer. 10. Attach lanyard. 11. Shift to neutral. 12. Have serviced by a Yamaha dealer.

Trouble	Possible Cause	Remedy
C. Engine idles irregularly or stalls.	1. Spark plug(s) fouled or incorrect type.	1. Inspect spark plug(s). Clean or replace with recommended type.
	2. Fuel system obstructed.	2. Check for pinched or kinked fuel line or other obstructions in fuel system.
	3. Fuel contaminated or stale.	3. Fill tank with clean, fresh fuel.
	4. Fuel filter clogged.	4. Clean or replace filter.
	5. Failed ignition parts.	5. Have serviced by a Yamaha dealer.
	6. Warning system activated.	6. Find and correct cause of warning.
	7. Spark plug gap incorrect.	7. Inspect and adjust as specified.
	8. Poor connections or damaged ignition wiring.	8. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.
	9. Specified engine oil not used.	9. Check and replace oil as specified.
	10. Thermostat faulty or clogged.	10. Have serviced by a Yamaha dealer.
	11. Carburetor adjustments incorrect.	11. Have serviced by a Yamaha dealer.
	12. Fuel pump damaged.	12. Have serviced by a Yamaha dealer.
	13. Air vent screw on the fuel tank closed.	13. Open the air vent screw.
	14. Choke knob pulled out.	14. Return to home position.
	15. Motor angle too high.	15. Return to normal operating position.
	16. Carburetor clogged.	16. Have serviced by a Yamaha dealer.
	17. Fuel joint connection incorrect.	17. Connect correctly.
	18. Throttle valve adjustment incorrect.	18. Have serviced by a Yamaha dealer.
	19. Battery lead disconnected.	19. Connect securely.

Trouble	Possible Cause	Remedy
D. Warning buzzer sounds or indicator lamp lights.	1. Cooling system clogged. 2. Engine oil level low. 3. Heat range of spark plug incorrect. 4. Specified engine oil not used. 5. Engine oil contaminated or deteriorated. 6. Oil filter clogged. 7. Oil feed/injection pump malfunctions. 8. Load on boat improperly distributed. 9. Water pump/thermostat faulty.	1. Check water intake for restriction. 2. Fill oil tank with specified engine oil. 3. Inspect spark plug and replace it with recommended type. 4. Check and replace oil with specified type. 5. Replace oil with fresh, specified type. 6. Have serviced by a Yamaha dealer. 7. Have serviced by a Yamaha dealer. 8. Distribute load to place boat on an even plane. 9. Have serviced by a Yamaha dealer.
E. Engine power loss.	1. Propeller damaged. 2. Propeller pitch or diameter incorrect. 3. Trim angle incorrect. 4. Motor mounted at incorrect height on transom. 5. Warning system activated. 6. Boat bottom fouled with marine growth. 7. Spark plug(s) fouled or incorrect type. 8. Weeds or other foreign matter tangled on gear housing. 9. Fuel system obstructed. 10. Fuel filter clogged. 11. Fuel contaminated or stale. 12. Spark plug gap incorrect.	1. Have propeller repaired or replaced. 2. Install correct propeller to operate outboard at its recommended speed (r/min) range. 3. Adjust trim angle to achieve most efficient operation. 4. Have motor adjusted to proper transom height. 5. Find and correct cause of warning. 6. Clean boat bottom. 7. Inspect spark plug(s). Clean or replace with recommended type. 8. Remove foreign matter and clean lower unit. 9. Check for pinched or kinked fuel line or other obstructions in fuel system. 10. Clean or replace filter. 11. Fill tank with clean, fresh fuel. 12. Inspect and adjust as specified.

Trouble	Possible Cause	Remedy
E. Engine power loss.	13. Poor connections or damaged ignition wiring. 14. Failed ignition parts. 15. Specified engine oil not used. 16. Thermostat faulty or clogged. 17. Air vent screw closed. 18. Fuel pump damaged. 19. Fuel joint connection incorrect. 20. Heat range of spark plug incorrect.	13. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires. 14. Have serviced by a Yamaha dealer. 15. Check and replace oil with specified type. 16. Have serviced by a Yamaha dealer. 17. Open the air vent screw. 18. Have serviced by a Yamaha dealer. 19. Connect correctly. 20. Inspect spark plug and replace it with recommended type.
F. Engine vibrates excessively.	1. Propeller damaged. 2. Propeller shaft damaged. 3. Weeds or other foreign matter tangled on propeller. 4. Motor mounting bolt loose. 5. Steering pivot loose or damaged.	1. Have propeller repaired or replaced. 2. Have serviced by a Yamaha dealer. 3. Remove and clean propeller. 4. Tighten bolt. 5. Tighten or have serviced by a Yamaha dealer.

EMN20010

TEMPORARY ACTION IN EMERGENCY

EMH80010

IMPACT DAMAGE

⚠WARNING

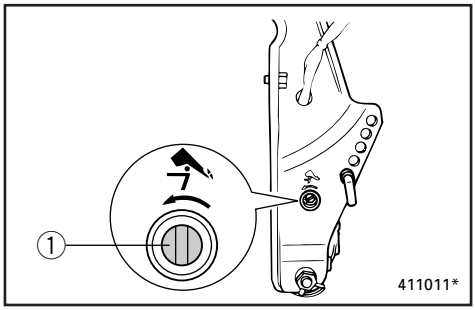
The outboard motor can be seriously damaged by a collision while operating or trailering. Damage could make the outboard motor unsafe to operate.

If the outboard motor hits any object in the water, follow the procedure below;

1) Stop the engine immediately .
2) Inspect control system and all components for damage . Also, inspect the boat damage .
3) However damage is found or not found, go back to a nearest harbor slowly and carefully.
4) Have a Yamaha dealer inspection of the outboard motor, before operating it again.

EMG65110

POWER TRIM / TILT WILL NOT OPERATE



If the engine cannot be tilted up or down with the power trim and tilt because of a discharged battery or a failure with the power trim and tilt unit, the engine can be tilted manually. Loosen the manual valve screw counterclockwise until it stops. Put the engine in the desired position, then tighten the manual valve screw clockwise.

① Manual valve screw

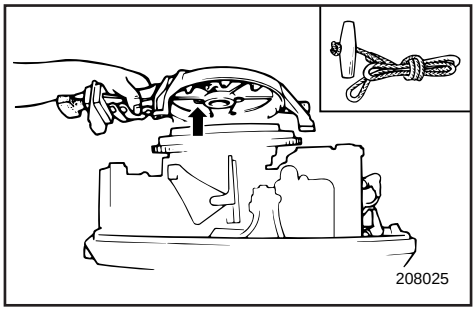
EMN30310

STARTER WILL NOT OPERATE

If the starter mechanism does not operate (engine cannot be cranked with the starter), the engine can be started with an emergency starter rope.

⚠WARNING

- **Use this procedure only in an emergency and only to return to port for repairs.**
- **When the emergency starter rope is used to start the engine, the start-in-gear protection device does not operate. Make sure the transmission is in neutral. Otherwise, the boat could unexpectedly start to move, which could result in an accident.**
- **Be sure no one is standing behind you when pulling the starter rope. It could whip behind you and injure someone.**
- **An unguarded rotating flywheel is very dangerous. Keep loose clothing and other objects away when starting the engine. Use the emergency starter rope only as instructed. Do not touch the flywheel or other moving parts when the engine is running. Do not install the starter mechanism or top cowling after the engine is running.**
- **Do not touch the ignition coil, high voltage wire, spark plug cap or other electrical components when starting of operating the motor. You could be shocked.**

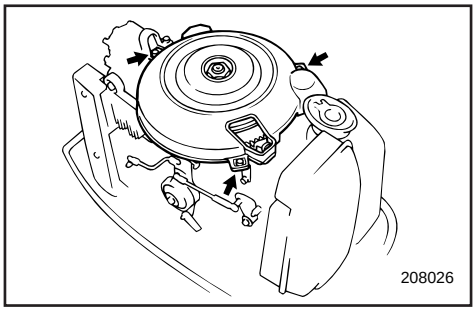


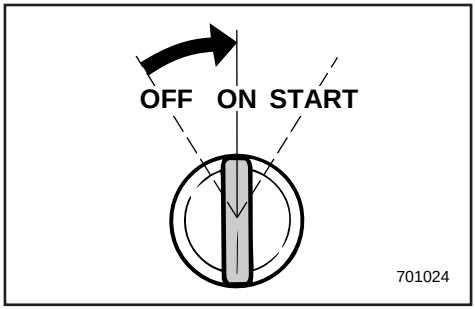
Procedure

1) Remove the top cowling.
2) Remove the starter/flywheel cover by removing the bolts.

NOTE:

On a model equipped with the start-in-gear protection device (cable), disconnect the cable from the starter.



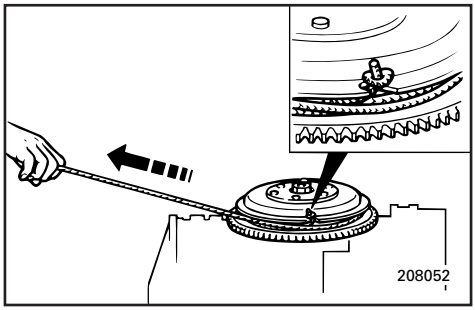


3) Prepare the engine for starting. See "STARTING ENGINE" for procedures. Be sure the engine is in Neutral and that the lanyard is attached to the engine stop switch.
   The main switch must be on if the main switch is equipped on the electric start model.

NOTE:

Prime start model

If the engine will not start with this procedure, refer to "ENGINE FAILS TO OPERATE".



4) To start the engine with emergency starter rope, insert the knotted end of the rope into the notch in the flywheel rotor and wind the rope several turns clockwise. Then, give a strong pull straight out to crank the engine. Repeat if necessary.

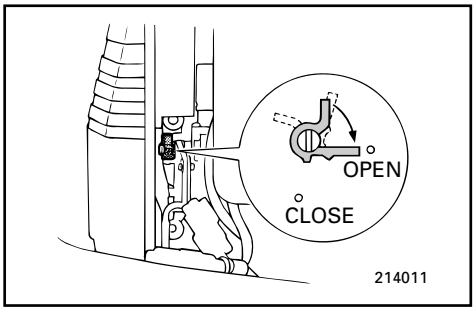
EMN32411

ENGINE FAILS TO OPERATE

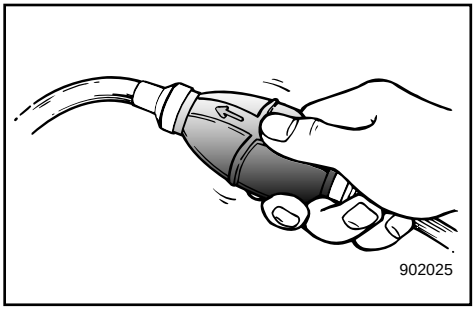
Cold engine fails to start (for Prime start model)

If a cold engine fails to start, use the following procedure.

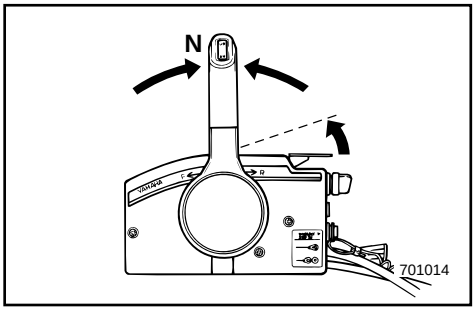
1) Adjust the trim angle so that the drive shaft is at right angles to the water surface or is trimmed in.



2) Open the emergency starter valve located behind the silencer cover on the front side.



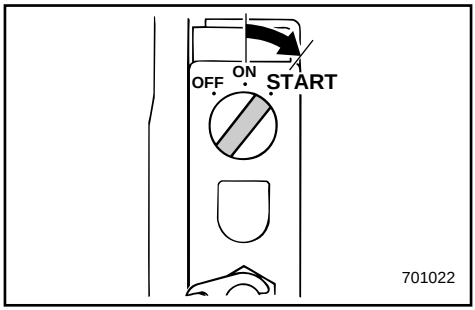
3) Squeeze the priming pump two or three times to feed fuel.



4) Turn the neutral throttle lever on the remote control box upwards. (It is necessary to change the throttle opening slightly depending on the engine temperature.)

CAUTION:

The operation of the neutral throttle lever is possible only when the remote control lever is in the "Newtral" position.



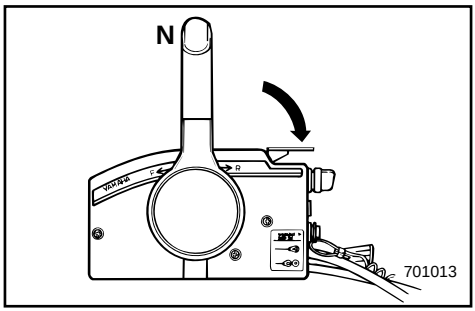
5) Set the MAIN SWITCH to "ON".
6) Set the MAIN SWITCH to "START".

NOTE:

When the starter mechanism malfunctions, refer to "STARTER WILL NOT OPERATE".

CAUTION:

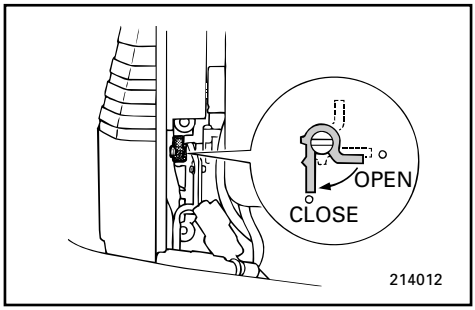
- **Do not turn the main switch to "START" when the engine is running.**
- **Do not keep the starter-motor turning for more than 5 seconds with the main switch in the "START" position. If the engine does not start within 5 seconds, return the main switch to "ON", wait 10 seconds, and then crank the engine again. (If the starter-motor is run continuously for more than 5 seconds, the battery will rapidly become exhausted and it will be impossible for the starter-motor to start the engine.)**

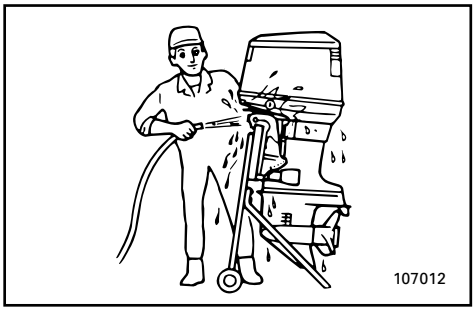


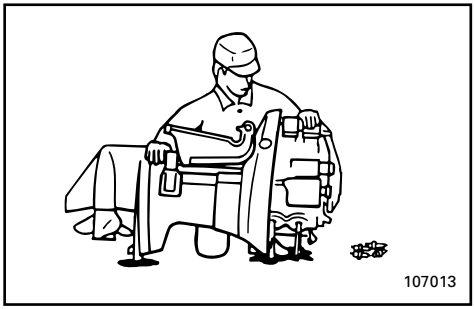
7) Return the neutral throttle lever slowly to its home position so that the engine does not stall.
8) After the engine starts, return the emergency starter valve (if used) to "CLOSE".

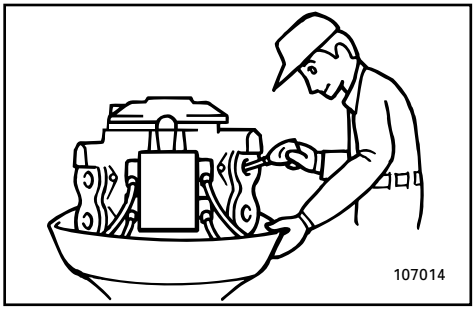
⚠WARNING

When starting or operating the engine, do not touch the ignition coil, high voltage wire, spark plug cap or other electrical parts carrying high voltage. Keep loose clothing and other objects away from the engine when starting it with an emergency starter rope. An unguarded rotating flywheel is very dangerous. Do not attempt to replace the top cowling when the engine is running. Proceed at once to the nearest port to get the engine repaired. Take care to prevent water splashing onto the flywheel.









EMN50011

TREATMENT OF SUBMERGED MOTOR

If the outboard motor is submerged, immediately take it a Yamaha dealer. Otherwise, some corrosion may begin almost immediately. If you cannot immediately take the outboard motor to a Yamaha dealer, follow the procedure bellow for taking care to minimize engine damage.

1) Thoroughly wash away mud, salt, seaweed, etc. with fresh water.
2) Remove the spark plugs and face the spark plug holes downward to allow any water, mud or contaminants to drain.
3) Drain the fuel from the carburetor.
4) Feed fogging oil or engine oil through the carburetors and spark plug holes while cranking with the manual starter or emergency starter rope.
5) Take the outboard motor to a Yamaha dealer as soon as possible.

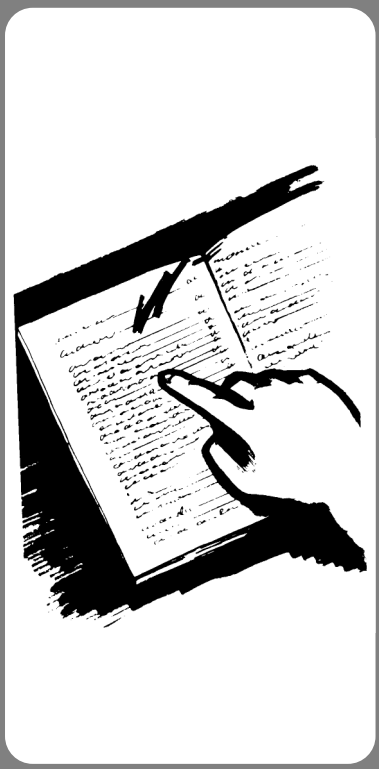
CAUTION:

Do not attempt to run the motor until it has been completely inspected.

-MEMO-

E

AtoZ



EMP00010

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EMP10010

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EMU01599

IMPORTANT WARRANTY INFORMATION FOR U.S.A. AND CANADA

Welcome to the Yamaha Family!

Congratulations on the purchase of your new Yamaha marine power. Yamaha is committed to exceptional customer satisfaction, and we want your ownership experience to be a satisfying one. Please read the following warranty information to help ensure satisfaction with your Yamaha.

Yamaha is ready to stand behind your purchase with strong warranty coverage. To be sure you receive all the benefits of warranty, please take the following steps:

1. Be sure your new Yamaha is registered for warranty. Your boat dealer should do this at the time of sale. Make sure your dealer gives you a copy of the completed Yamaha registration card for your records. If you are unsure whether or not your Yamaha is registered, complete the Warranty Registration card found inside the cover of the Owner's Manual. Mail it to the distributor for the country in which you live (see step 6 for the correct address). If your Yamaha is not properly registered, a warranty repair could be unnecessarily delayed while registration records are checked.

2. Read the Limited Warranty statement which follows these instructions. This warranty applies to Yamaha outboard motors sold in the United States, whether purchased separately or when supplied as original equipment by a boat builder. The terms also apply to original equipment packages sold in Canada, with coverage provided by Yamaha Motor Canada (see ``Warranty Guide'' for Canadian models). This warranty explains the conditions of the warranty, including the obligations that your dealer and you as the owner have under the warranty. For example, your Yamaha outboard must receive a proper pre-delivery inspection (PDI) by the selling dealer. Failure to take this important step could jeopardize warranty coverage!

3. If you need warranty repairs, you must take your Yamaha outboard to an authorized Yamaha outboard dealer. Be aware that not all selling boat dealers are authorized Yamaha dealers. Only authorized dealers have the factory training, special tools, and Yamaha support needed to perform warranty repairs.

4. If you are away from home, or your selling dealer is not an authorized Yamaha dealer, use the following toll-free numbers to find the nearest Yamaha dealer.

   United States Dealer Locations: 1-800-692-6242
   Canada Dealer Locations: 1-800-267-8577

5. Your warranty applies specifically to repairs made in the country of purchase. If your U.S.-purchased Yamaha needs warranty service while in Canada, or your Canadian purchased Yamaha needs service while in the United States, Yamaha will assist the local dealer whenever possible. However, some products available in one country may not be sold or serviced in the other.

6. If you need any additional information about your Yamaha or warranty coverage which your dealer cannot provide, please contact us directly.

Yamaha Motor Corporation, U.S.A.
P.O. Box 6555
Cypress, CA 90630
Attention: Customer Relations Department

Telephone No. (714) 761-7439
Fax No. (714) 761-7559

Yamaha Motor Canada Ltd.
480 Gordon Baker Road
Toronto, Ontario
M2H 3B4
Attention: Customer Relations Department

Telephone No. (416) 498-1911
Fax No. (416) 491-3122

EMU00912*

YAMAHA MOTOR CORPORATION, U.S.A.
OUTBOARD MOTOR TWO YEAR LIMITED WARRANTY

Yamaha Motor Corporation, U.S.A. is proud of its heritage and reputation for producing products with high standards of quality and workmanship. Product excellence provides the cornerstone for our commitment to customer satisfaction. The Yamaha Outboard Limited Warranty is your assurance of this commitment.

This warranty provides you with protection against the expense of repairs for your outboard motor that are required as a result of defects in materials or workmanship. When maintained and utilized in the prescribed manner, you can count on your Yamaha outboard to provide reliable service.

This warranty provides you with specific coverage and notes your responsibilities in maintaining and operating your outboard. Please take the time to read and become familiar with this warranty.

PERIOD OF WARRANTY. Any new Yamaha outboard motor purchased and registered with Yamaha Motor Corporation, U.S.A. for pleasure use in the United States, will be warranted against defects in material or workmanship for a period of two (2) years from date of purchase, subject to exclusions noted herein. Any Yamaha outboard motor purchased and utilized for commercial applications will be warranted for a period of one (1) year from the date of purchase, subject to exclusions noted herein. Yamaha peripheral equipment included with the motor, such as gauges, fuel tanks and hoses, remote control boxes, propellers, and wiring external from the motor unit, will be warranted for one (1) year from the date of purchase for either pleasure or commercial use. Replacement parts used in warranty repairs will be warranted for the balance of the applicable warranty period.

The second year of warranty (if applicable) shall be limited to covering the cost of parts and labor for major components only. The major components covered are:

Power Unit Section
- Power Head
- Intake Manifold and Reed Valve Assembly
- Carburetor Assembly and its Related Components
- Fuel and Oil Pump Assemblies
- Ignition System (Standard and Microcomputer)
- Precision Blend ® System

Bracket Section
- Bracket System
- Power Trim and Tilt Assembly

Lower Unit Section
- Exhaust System
- Upper Casing
- Lower Unit Assembly

The warranty described here applies to outboard motor purchased and registered for use in the United States only excluding its territories. For warranty provisions outside the United States, contact the particular country's local Yamaha distributor.

WARRANTY REGISTRATION. To be eligible for warranty coverage, the outboard motor must first be registered with Yamaha Motor Corporation, U.S.A. A warranty registration form is provided in the Owner`s Manual with each outboard. This form must be completed and mailed to Yamaha by either the selling dealer or the purchaser. Warranty registration can also be accomplished by any authorized Yamaha outboard dealer. Upon receipt of the registration, an Owner`s Warranty Card will be sent by Yamaha to the registered purchaser.

OBTAINING REPAIRS UNDER WARRANTY. To receive repairs under this warranty, a valid Owner`s Warranty Card must be presented to an authorized Yamaha outboard dealer.

During the period of warranty, any authorized Yamaha outboard dealer will, free of charge, repair or replace, at Yamaha`s option, any parts adjudged defective by Yamaha due to faulty workmanship or material from the factory. All replaced parts will become the property of Yamaha Motor Corporation, U.S.A.

CUSTOMER`S RESPONSIBILITY. Under the terms of this warranty, the customer will be responsible for ensuring that the outboard motor is properly operated, maintained and stored as specified in the applicable Owner's Manual.

The owner of the outboard motor shall give notice to an authorized Yamaha marine dealer of any and all apparent defects within ten (10) days of discovery and make the motor available at that time for inspection and repairs at the dealer's place of business.

GENERAL EXCLUSIONS FROM WARRANTY. This warranty will not cover the repair of damage if the damage is a result of abuse or neglect of the product. Examples of abuse and neglect include, but are not limited to:

1. Racing or competition use, modification of original parts, abnormal strain.
2. Lack of proper maintenance and off-season storage as described in the Owner`s Manual, improper mounting of the motor, installation of parts or accessories that are not equivalent in design and quality to genuine Yamaha parts.
3. Operation of the motor at an rpm other than specified, improper propeller selection, use of lubricants, oils, and fuel/oil mixtures that are not suitable for outboard motor use.
4. Damage as a result of accidents, collisions, contact with foreign materials, or submersion.
5. Growth of marine organisms on motor surfaces.
6. Normal deterioration.

SPECIFIC PARTS EXCLUDED FROM WARRANTY. Parts replaced due to normal wear or routine maintenance such as oil, spark plugs, shear pins, propellers, hubs, fuel and oil filters, brushes for the starter motor and power tilt motor, water pump impellers, and anodes are not covered by warranty. Charges for removal of the motor from a boat and transporting the motor to and from an authorized Yamaha outboard dealer are excluded from warranty coverage.

Specific parts excluded from the second year of warranty (if applicable) are:
- Top and Bottom Cowling
- Electric Components (other than ignition system)
- Rubber Components (such as hoses, tubes, rubber seals, fittings, and clamps)

TRANSFER OF WARRANTY. Transfer of the warranty from the original purchaser to any subsequent purchaser is possible by having the motor inspected by an authorized Yamaha outboard dealer and requesting the dealer to submit a change of registration to Yamaha Motor Corporation, U.S.A. within ten (10) days of the transfer.

EMISSION CONTROL SYSTEM WARRANTY. Yamaha warrants to the ultimate purchaser and each subsequent purchaser, that this engine is designed, built, and equipped so as to conform at the time of sale with applicable regulations under section 213 of the Clean Air Act and this engine is free from defects in materials and workmanship which cause said engine to fail to conform with applicable regulations for one (1) year from date of purchase.

YAMAHA MOTOR CORPORATION, U.S.A. MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH EXCEED THE OBLIGATIONS AND TIME LIMITS STATED IN THIS WARRANTY ARE HEREBY DISCLAIMED BY YAMAHA MOTOR CORPORATION, U.S.A. AND EXCLUDED FROM THIS WARRANTY.

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. ALSO EXCLUDED FROM THIS WARRANTY ARE ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING LOSS OF USE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE EXCLUSION MAY NOT APPLY TO YOU.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

YAMAHA MOTOR CORPORATION, U.S.A.
Post Office Box 6555
Cypress, California 90630

WARRANTY QUESTIONS AND ANSWERS

Q. What costs are my responsibility during the warranty period?
A. The customer`s responsibility includes all costs of normal maintenance services, non-warranty repairs, accident and collision damages.

Q. What are some examples of ``abnormal'' strain, neglect, or abuse?
A. These terms are general and overlap each other in areas. Specific examples include:
Running the machine out of oil, operating the machine with a broken or damaged part which causes another part to fail, damage or failure due to improper or careless transportation, and/or tie down. If you have any specific questions on operation or maintenance, please contact your Yamaha outboard dealer for advice.

Q. Does the warranty cover incidental costs such as towing or transportation due to a failure?
A. No. The warranty is limited to repair of the machine itself.

Q. May I perform any or all of the recommended maintenance shown in the Owner's Manual instead of having the dealer do them?
A. Yes, if you are a qualified mechanic and follow the procedures specified in the Owner's and Service Manuals. We do recommend, however, that items requiring special tools or equipment be done by a Yamaha outboard dealer.

Q. Will the warranty be void or canceled if I do not operate or maintain my new outboard exactly as specified in the Owner's Manual?
A. No. The warranty on a new outboard cannot be ''voided`` or ''canceled``. However, if a particular failure is caused by operation or maintenance other than as shown in the Owner's Manual, that failure may not be covered under warranty.

Q. What responsibility does a Yamaha outboard dealer have under this warranty?
A. Each Yamaha outboard dealer is expected to:
1. Completely set up each outboard he sells prior to delivery.
2. Explain the operation, maintenance, and warranty requirements to your satisfaction at the time of sale, and upon your request at any later date.

In addition, each Yamaha outboard dealer is held responsible for his setup, service and warranty repair work.

Q. Is the warranty transferable to second owners?
A. Yes. The remainder of any existing warranty can be transferred upon request. The unit has to be inspected and re-registered by an authorized Yamaha outboard dealer for the policy to remain effective.

CUSTOMER SERVICE

If your machine requires warranty service, you must take it to any authorized Yamaha outboard dealer within the continental United States. Be sure to bring your warranty registration identification or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the owner of the dealership. Since all warranty matters are handled at the dealer level, this person is in the best position to help you. If you are still not satisfied and require additional assistance, please write:

YAMAHA MOTOR CORPORATION U.S.A.
CUSTOMER RELATIONS DEPARTMENT
P.O.Box 6555
Cypress, California 90630

When contacting Yamaha Motor Corporation, U.S.A. don't forget to include any important information such as names, addresses, model, engine serial number, dates, and receipts.

CHANGE OF ADDRESS

The federal government requires each manufacturer of a motor vehicle to maintain a complete, up-to-date list of all first purchasers against the possibility of a safety-related defect and recall. This list is complied from the purchase registrations sent to Yamaha Motor Corporation, U.S.A. by the selling dealer at the time of your purchase.

If you should move after you have purchased your new outboard, please advise us of your new address by sending a postcard listing your outboard model name, engine serial number, dealer number (or dealer's name) as it is shown on your warranty identification, your name and new mailing address. Mail to:

YAMAHA MOTOR CORPORATION, U.S.A.
WARRANTY DEPARTMENT
P.O.Box 6555
Cypress, California 90630

This will ensure that Yamaha Motor Corporation, U.S.A. has an up-to-date registration record in accordance with federal law.

EMU01178

IMPORTANT WARRANTY INFORMATION IF YOU USE YOUR YAMAHA OUTSIDE U.S.A. OR CANADA

Welcome to the Yamaha Family!

Congratulations on the purchase of your new Yamaha marine power. Yamaha is committed to exceptional customer satisfaction, and we want your ownership experience to be a satisfying one. Please read the following warranty information to help ensure satisfaction with your Yamaha.

This model was manufactured as a U.S.A. specification model, and the warranty statement shown in this manual is for market. To receive the benefits of the warranty that applies to the country in which you use your Yamaha, please note the following information.

1. The warranty on this model is the same as equivalent models sold in the country where you will receive service. If you need more information about your warranty coverage or your Yamaha outside the U.S.A. or Canada, please contact an authorized Yamaha dealer in your country.

2. Keep a copy of your sales contract or invoice for the purchase of your Yamaha and present it if you need warranty repairs. This document should show the date of purchase, which is important evidence the repairing dealer will need to be sure your Yamaha is covered by warranty.

3. If your Yamaha needs warranty repairs, contact an authorized Yamaha dealer in the country where you are. He will explain how to get warranty service in that country.

4. This Yamaha model may not be sold in some countries. Therefore, in some cases your local dealer may not have all the parts or service information he may need, which may unavoidably delay repairs. If this happens, we thank you for your understanding and assure you we will attempt to resolve the situation as quickly as possible.

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